# SEATTLE and the PACIFIC NORTHWEST

WASHINGTON OREGON CALIFORNIA
ALASKA BRITISH COLUMBIA YUKON

# THE SEATTLE NATIONAL BANK

## SEATTLE, WASHINGTON

| | |
|---|---|
| *Capital* | $500,000.00 |
| *Surplus* | 300,000.00 |

*OFFICERS*

*E. W. ANDREWS, President*
*E. G. AMES, Vice-President*
*J. W. MAXWELL, Cashier*
*C. L. LAMPING, Assistant Cashier*
*H. C. MacDONALD, Assistant Cashier*

*STATEMENT OF APRIL 28, 1909.*

| | |
|---|---|
| *Capital Stock* | $ 500,000.00 |
| *Surplus and Undivided Profits* | 314,868.74 |
| *Circulation* | 500,000.00 |
| *Deposits* | 8,096,847.52 |
| | $9,411,716.26 |
| *Loans* | $4,268,074.60 |
| *U. S. Bonds (at par)* | 1,400,000.00 |
| *R. R. Bonds and Warrants* | 804,277.92 |
| *Furniture and Fixtures* | 20,000.00 |
| *Cash and Exchange* | 2,911,107.51 |
| | $9,411,716.26 |

| | |
|---|---|
| *Deposits under call May 14, 1908* | $6,517,196.46 |
| *Deposits under call April 28, 1909* | 8,096,847.52 |
| *Gains in one year are 24 per cent., or* | $1,579,651.06 |

EVIDENCE AS TO WHAT OUR HOME PEOPLE THINK OF US

# "There's a Land that Is Fairer than Day"

## And We Can Show It to You

Intake of the Hanford Irrigation and Power Company's Canal at Priest Rapid on the Columbia River.

Beautiful HANFORD, Benton County, Washington, in the fertile valley of the Columbia River.

Green fields and pastures new, where Irrigation reigns supreme, and transforms the arid sage-brush into blossoming orchards.

Opportunity knocks but once on a man's door. This is **your** chance.

If you want a farm that in a few years will make you independent, at a reasonable price, and in the richest district of the West, consult the

**HANFORD IRRIGATION AND POWER COMPANY,**

**Seattle National Bank Bldg., Seattle, Washington.** **Hanford, Washington.**

# THIS MAY BE the INSTANT THAT OPPORTUNITY IS "KNOCKING AT YOUR DOOR"

**Write for Information and Pamphlets.**

**Irrigated Lands of all Kinds.**

**The "Big Red Apples."**

**Fruit Tracts of all Ages.**

## "GOLDEN OPPORTUNITY"

The irrigated lands of Yakima Valley are the richest, most fertile and productive orchard and farm lands in the world,—also the most profitable.

Fruit from these Washington orchards has been of such a quality as to demand the highest prices obtainable in the world's markets, the Big Red Apples bringing fancy prices in New York, London, Paris and Copenhagen alike.

Orchardists with ten acre tracts have netted as high as $16,000 for one years crop. Men with five acres have the income of Bank Presidents.

# YAKIMA LAND COMPANY

**NORTH YAKIMA, WASHINGTON**

**SEATTLE OFFICE: 394-5 ARCADE ANNEX**

# SEATTLE AND THE PACIFIC NORTHWEST

WASHINGTON OREGON CALIFORNIA
ALASKA BRITISH COLUMBIA YUKON

AND

A.-Y.-P. HOTEL AND
COMMERCIAL GUIDE

PUBLISHED BY
SEATTLE PUBLISHING COMPANY
EMPIRE BUILDING, SEATTLE, U. S. A.
1909

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OSCAR NUHN
1909

THE

# Alaska - Yukon - Pacific Exposition

## ILLUSTRATED ARTICLES

Prepared by the

DIVISION OF EXPLOITATION

JAMES A. WOOD, Director
WELFORD BEATON, Chief of Publicity

# THE OFFICIAL SEAL.

The official emblem adopted by the authorities of the Alaska-Yukon-Pacific Exposition has a significance of its own, apart from its inherent beauty of design.

The figure on the right under the fir tree represents the Pacific Slope, holding in her hand a train of cars, typifying Commerce by land. That on the left, shaded by the dwarf tree of Japan, represents the Orient, controlling Commerce by sea. In the center, with a background of the Northern Lights, is the figure representing Alaska, bearing a double-handful of gold nuggets, signifying the untold wealth of the North, meeting half way the commerce of the East and West, and supplying the wealth for both.

# OFFICIAL ROSTER

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JOHN H. MCGRAW, *Vice-President*

H. C. HENRY, *Vice-President*

A. S. KERRY, *Vice-President*

WILLIAM M. SHEFFIELD, *Secretary*

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HENRY E. DOSCH, *Director of Exhibits and Privileges*

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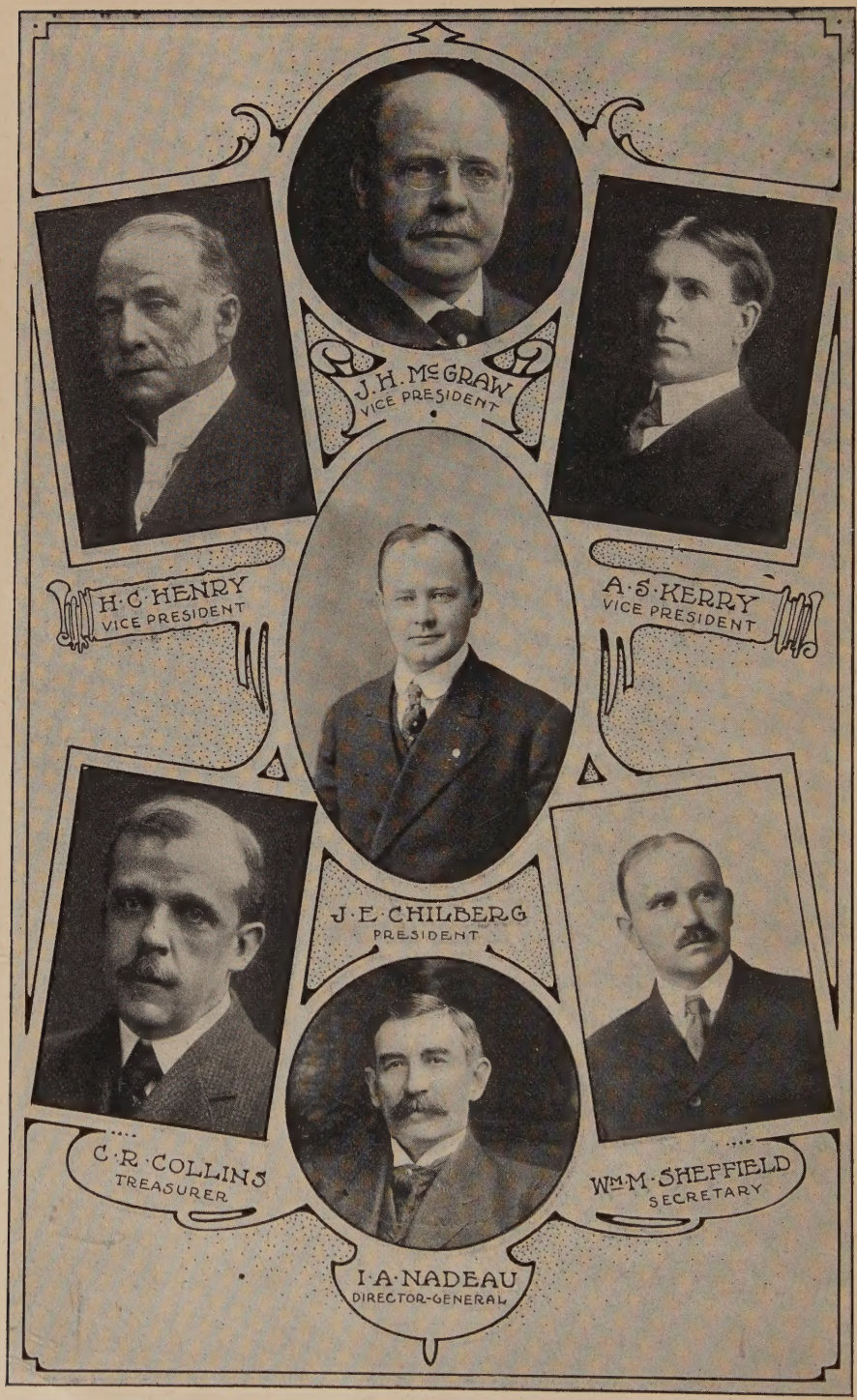
LOUIS W. BUCKLEY, *Director of Special Events*

A. D. BARRALL, *Director of Admissions*

G. L. BERG, *Director of Fine Art*


J. H. McGRAW
VICE PRESIDENT
H. C. HENRY
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A. S. KERRY
VICE PRESIDENT
J. E. CHILBERG
PRESIDENT
C. R. COLLINS
TREASURER
WM. M. SHEFFIELD
SECRETARY
I. A. NADEAU
DIRECTOR-GENERAL

# THE WORLD-WIDE SIGNIFICENCE OF THE ALASKA-YUKON-PACIFIC EXPOSITION.

*By James A. Wood, Director of Exploitation.*

When, on June 1st of this year, Seattle flung wide the gates of the Alaska-Yukon-Pacific Exposition to welcome the peoples of the world, the Occident and the Orient met face to face, and Alaska, from her Northern retreat, invested by common fallacy with snow and ice, fared forth to meet them, and display, to an astonished world, her vast resources and undreamed-of possibilities.

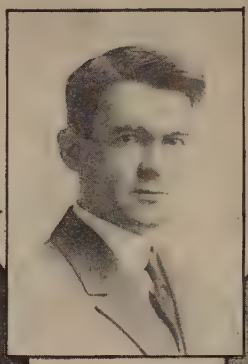
The Alaska-Yukon-Pacific Exposition is predicated upon the fact that it is impossible to learn Asia by touring Europe, or know the wonders of Alaska by a trip to Palm Beach. One does not discover the secrets of the south seas at Atlantic City, or revel in the scenery of Puget Sound on a Fall River steamboat. The Mississippi river may be toured every day and it is. The Inside Passage to Alaska may be toured every day, and it isn't.

Where other expositions have brought their exhibits, their peoples and all else they have had to show from *known* places over beaten paths, the Alaska-Yukon-Pacific Exposition has been compelled to break trail into the lands it exploits. It is the exposition that is "different" and therein is the secret of the tremendous success which thus early is assured.

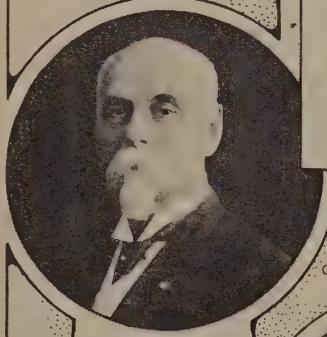
The Alaska-Yukon-Pacific Exposition is unique among enterprises of the kind. It is altogether a departure from the beaten path, into regions and among peoples little known.

It is not a "Cook's Tour," a personally conducted excursion into the land of everyday. Rather is it a whimsical ramble through the wonderful lands of tomorrow.

Seattle has assumed the task of introducing the half of the world which is developed almost to the ultimate, to that other half which to all intents and purposes of trade, is developed not at all and which, for the rest of the centuries



WELFORD BEATON
CHIEF OF PUBLICITY



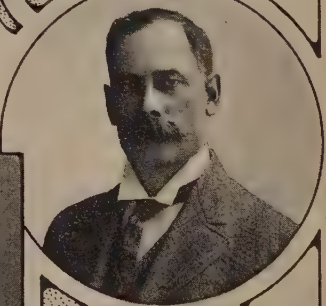
HENRY·E·DOSCH
DIRECTOR OF EXHIBITS

JAMES A·WOOD
DIRECTOR OF EXPLOITATION

FRANK P·ALLEN
JR.
DIRECTOR OF WORKS

A·W LEWIS
DIRECTOR OF CONCESSIONS

LOUIS W·BUCKLEY
DIRECTOR OF CEREMONIES AND SPECIAL EVENTS···



F·V·DUNHAM
ASS'T TO THE PRESIDENT

to come, is to be the field of the world's greatest work. It assembles the islands and peoples of the south seas, so that Tagal may look at Siwash and the world know each as he is.

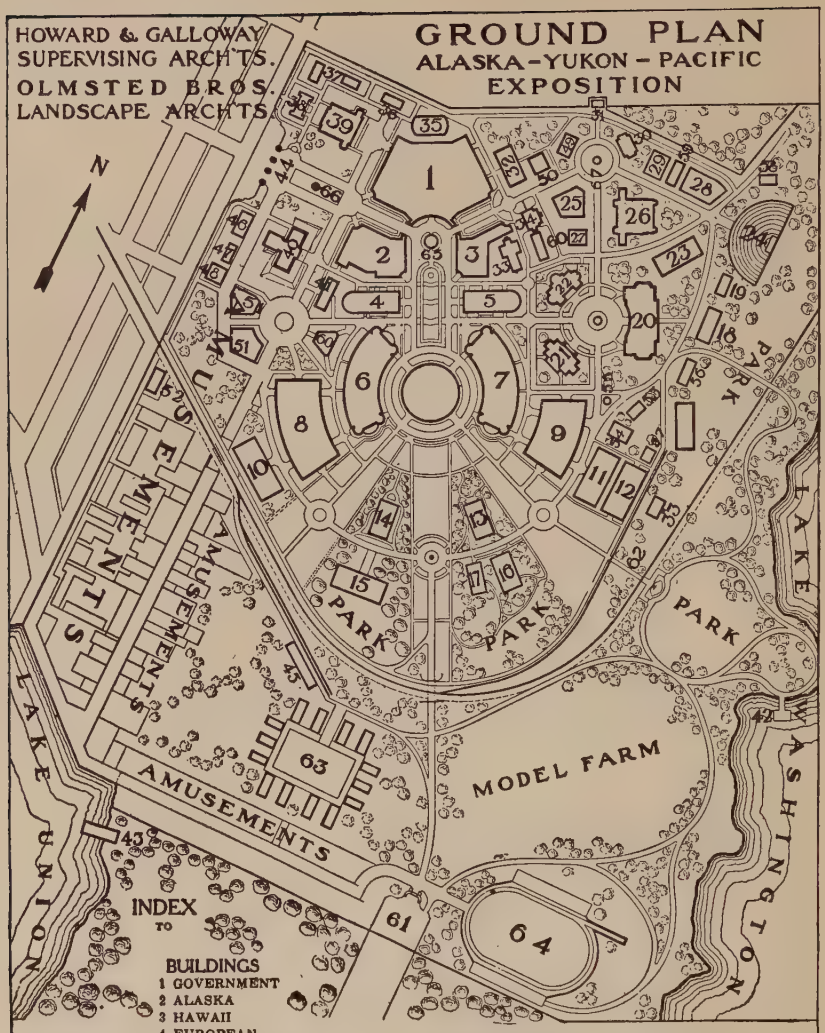
It is a mighty congress of the peoples and religions that flourish by the western seas; Mohammed confronts the great god Budda, and Confucius bandies *isms* with the Christian.

Go anywhere today into the highways and byways of Europe and see there what you saw in Chicago. Tour the Levant and see what you saw at St. Louis, but you must come to Seattle to see what the Government has done for even the remotest of its islands in the Philippine archipelago, and learn what life was under the monarchs of Hawaii and what life there is today.

Seattle's fair is number eight or ten in the list of expositions, but it is the first of expositions of its kind. It is as different from those that have gone before it, as was the Chicago exposition from its progenitor, the glorified county fair.

The great expositions of the past have covered more ground and spent more money. Chicago blazed the trail for the World's Fairs, and Paris and St. Louis followed in her foot-steps, adding further impetus to her efforts toward bringing together the nations of the world. Buffalo, Jamestown and Portland gathered the loose ends of sectional activities and wove them into an harmonious, national whole. Seattle, however, enters a new field: a field of many peoples and little known lands: a field that presents to the student of International Politics new complications: to the sociologist and political economist new peoples, customs and conditions: to the historian and biologist new channels for study and research. Here, in these lands of unsolved problems, will the engineer find the setting for his future activities; in their undeveloped resources will the hardy settler find a livelihood and the capitalist his millions.

There is much of beauty and art in a bit of the china of Limoges, but how many know the romance behind a dainty piece of cloissome or a satsuma vase. A modern motor-car is good to look upon, but there is the history of a hidden and mysterious empire in a team of malamute dogs. A display of modern shooting irons is well worth the seeing, but a Malay kris or a sarong of Sulu would draw the larger crowd. It is the Satsuma-malamute-sarong side of things which the Alaska-Yukon-Pacific Exposition shows you. Limoges, the automobile and the American made shooting iron have already been sufficiently exploited.

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|---|---|---|---|
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The Government shows the Philippines for the first time at a world's fair, that is to say, shows the archipelago as it should be shown. It is hoped to give the American public a knowledge of the "little brown brother" which it does not now possess; to demonstrate his great capacity for government and industrialism and to gain sympathy and assistance for those benevolent policies which the government is directing in his behalf.

Natives from the remotest islands of the Philippine Archipelago, brought here by the Government that we may observe their social, civic and domestic life, and that they, in turn, may absorb the atmosphere of enlightened civilization, rub elbows with Indians of the many Alaskan tribes, whose racial and linguistic history, weird religious and superstitious traditions, are preserved intact. At no former exposition has Japan displayed her serious side—the marvelous imitative and inventive qualities that in forty years have made her a world-power; her manufacturing and commercial possibilities. Heretofore the Japanese exhibit has been an affair of simpering Geisha maidens and tinkling semisens, while the Chinese representation has been wholly lacking. China, however, has roused at last and rivals Japan in her display at the Alaska-Yukon-Pacific Exposition.

The relations of Seattle with the Orient, particularly with Japan, have been of peculiarly friendly nature. Seattle has been the first friend of Nippon on the Pacific Slope. Japan has reciprocated in some measure by installing at the Alaska-Yukon-Pacific Exposition such an exhibit as it has made nowhere before. It is not alone a show of dainty geishas and tinkling samisens, but a complete story of Old Japan, in the days of the Samurai, and new Japan the industrial giant.

Through all our other expositions, China was sleeping her sleep of ages, but she has awakened, roused by the hand that roused Japan, and for it she feels as friendly as does Nippon. China will send not only its things produced, but its people and their way of life. Her languages, her natives, and their methods; their very process of thought may be studies at first hand.

Both the Government and Hawaii independently care for the "Cannibal Islands." Thousands upon thousands of dollars have been expended that visitors may know the life of the "blessed isles" in all its beauty—its pineapple plantations, its cocoa palms, its life on the sunny seas—it shows everything save towering old Tantalus and the Nuanu Pali.

*Geyser Basin and the Court of Honor from Dome of Government Building. Mt. Rainier and Cascade Mountains in the Distance.*

Alaska's exhibit is the first comprehensive exhibit ever made by the world's wondrous treasure box. The story of its millions in original wealth will be told by actual mining operations.

The commercial, manufacturing and agricultural exhibits of Alaska effectually dispel the mistaken impression that the northern territory is a land of snow and ice. Her wonderful beds of copper, her fishing industries, her fields of grain and her forests of fir are shown. The methods of "placer" mining for gold are demonstrated. Specimens of her big game and fur-bearing animals are on exhibition. A trip over the great inland railroad route through Alaska will reveal engineering feats never surpassed in the history of railroad construction, and will point to Alaska as the future field of engineering operations until such time as China shall supplant her.

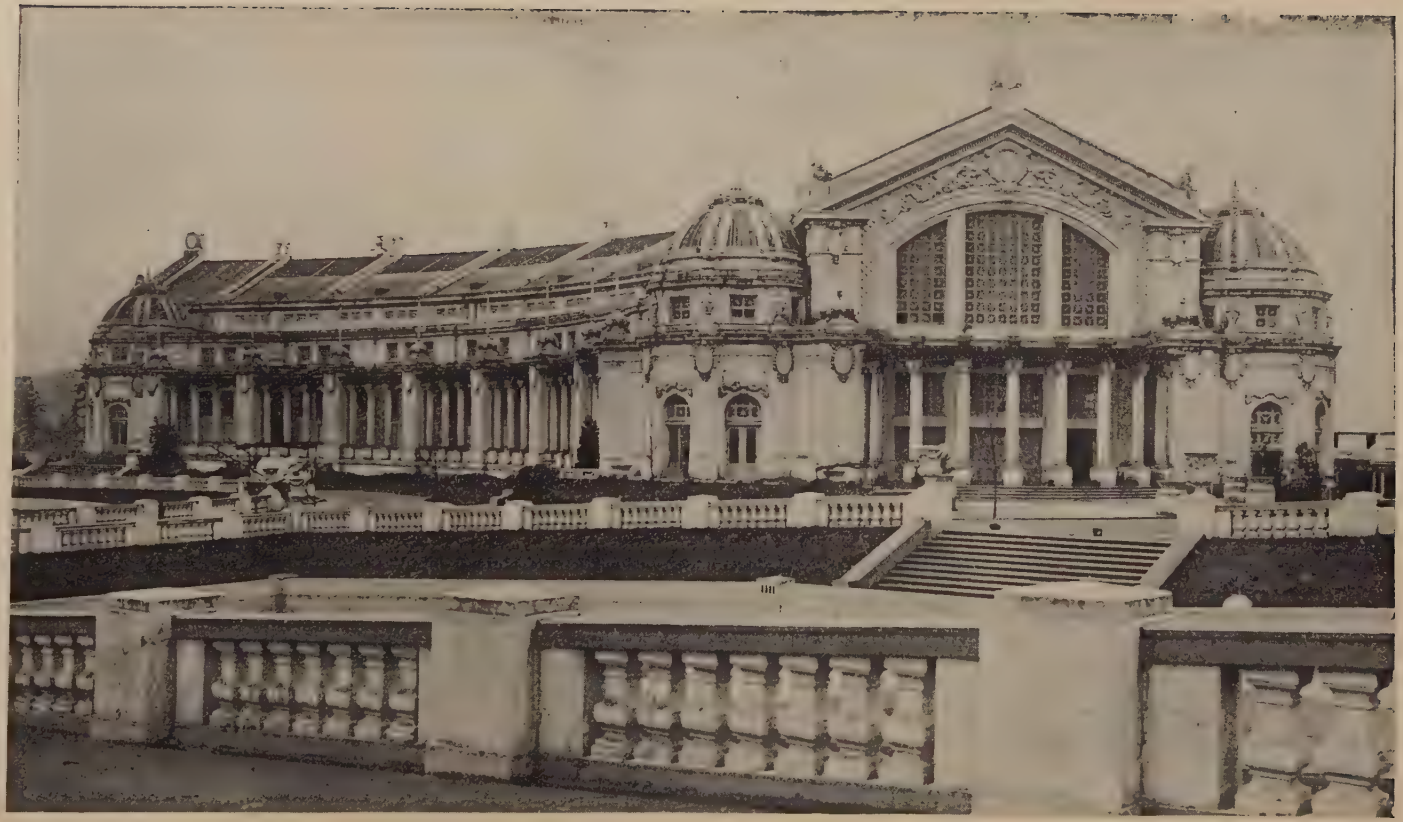
Alaska will be shown in its every feature as it is today, with the exception of its snows and its temperatures. It will be shown at the Exposition that Alaska is capable of producing as fine grains, vegetables, melons, and the like as can be grown anywhere on the outside, and that its weather is never so cold that the native children miss their days at school.

When it came to financing the Alaska-Yukon-Pacific Exposition, another "difference" developed. The Northwest decided to go it alone. It would not ask the United States Government for a dollar—and it did not. It has attended to its own bank account and the $600,000 the government is spending on buildings and exhibits, it is spending itself and because it figures that the exploitation which the Exposition offers to Uncle Sam's insular and more remote possessions, is well worth the money.

That all this might be done, nearly twenty millions of dollars have been spent in magnificent buildings and in combing the globe from pole to tropic for things that are not known.

This vast amount of money has been produced without calling upon the government for a dollar. It has been contributed by Seattle's 300,000 citizens, by the State of Washington, through generous appropriations; by the taxation of every county in the state.

Seattle's fair is "different" in nearly all of its essential features. No other fair has been builded in a virgin forest in the heart of a cosmopolitan city. No other exposition has had a skyline of heaven-aspiring firs and a background of the

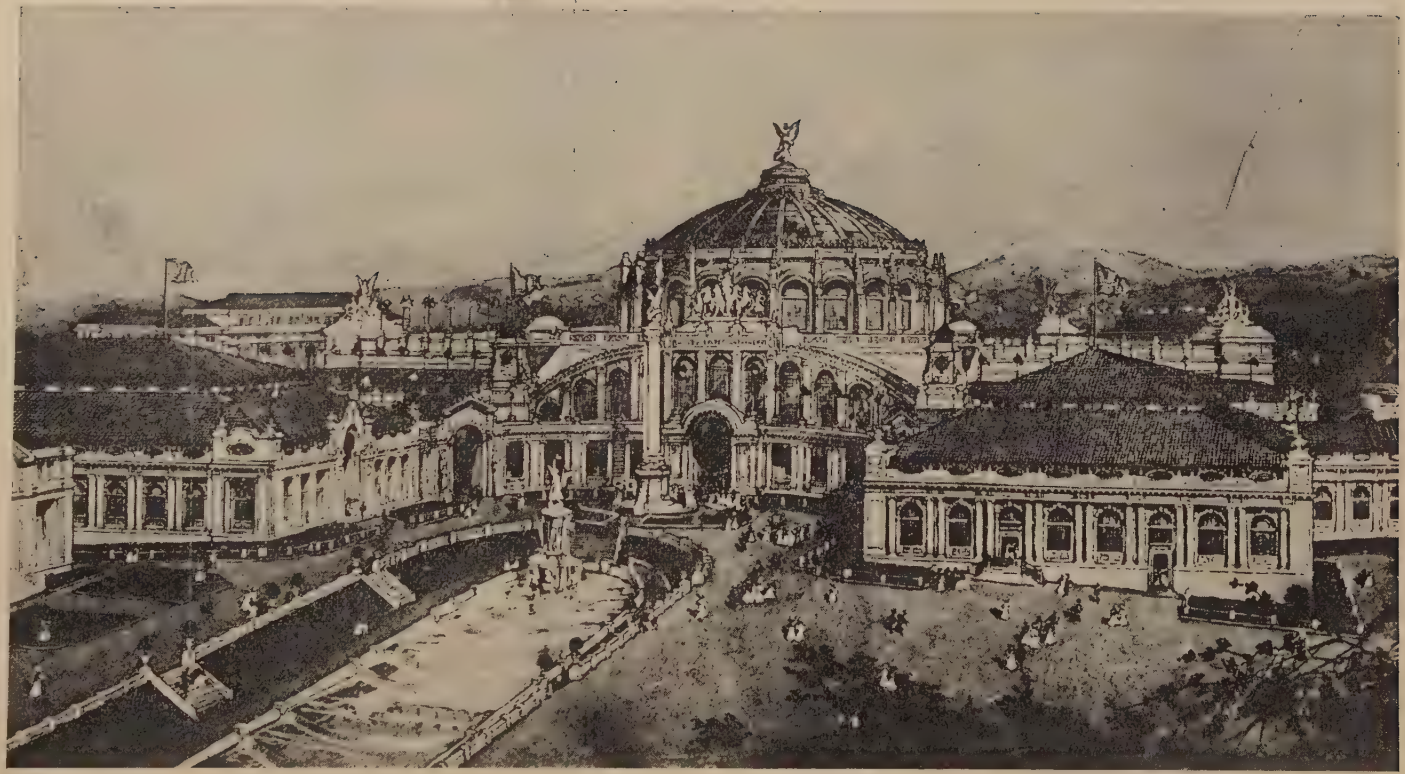


*The Palace of Agriculture at the Alaska-Yukon-Pacific Exposition.*

highest and most majestic mountains in the United States. None has had the lakes of crystal waters upon which to float a carnival.

Nor has any other exposition offered the number of "added attractions" that the Seattle Exposition has to offer. Under railroad arrangements it is possible for the fair-bound passengers to see every scenic wonder that railroads have made known. Yellowstone Park, the Grand Canyon of Colorado, Banff, the Yosemite and everything else that has been used to attract the tourist. Once in Seattle, the far famed Inside Passage to Alaska, with all of its glaciers and Alpine scenery, is at the door with all that the State of Washington and the Provinces of British Columbia have, by way of boote.

So it is, that, as the fundamental purpose of the Exposition is educational, Seattle has brought together the unacquainted peoples of the misty Orient and the great Northwest, that, in the days to come, when their respective orbits of activity must inevitably cross, they may each be accorded by the other their full measure of consideration in the world's work.



*The Government Groups of Buildings at the A.-Y.-P. Exposition.*

# THE UNITED STATES GOVERNMENT BUILDING AT THE A.-Y.-P. EXPOSITION.

Government exhibit at St. Louis World's Fair covered an area of 126,496 square feet, including the fisheries building. Government exhibit at Portland Exposition covered an area of 75,264 square feet.

Five large government exhibit palaces at the Alaska-Yukon-Pacific Exposition cover a total area of 137,390 square feet.

$250,000 expended at Seattle for government buildings.

$200,000 expended for general government exhibits.

$100,000 expended for Alaskan exhibit.

$25,000 additional raised by Hawaii for its exhibit.

$25,000 expended for Philippine exhibit.

$25,000 expended for Hawaiian exhibit.

$50,000 expended for War Department exhibit.

It required 100 freight cars to convey government exhibits from National Capital to Seattle.

Exhibits show the principal administrative functions of the government and their educational value in connection with the development of commerce in the countries bordering on the Pacific Coast.

Life saving station fully equipped; public exhibitions daily.

National Museum has exhibit of an historical nature pertaining to Alaska, Hawaii and the Philippines.

Native bands from Hawaii and Alaska entertain visitors daily.

Philippine exhibit covers 6,000 square feet of space.

Celebrated Philippine band, which participated in President Taft's inaugural ceremonies, is stationed at the Exposition.

Dirigible balloons will be a part of the War Department's exhibit.

Treasury Department has a complete mint and assay office in operation. From crude ore coins are made daily.

Revenue Cutter Service and Marine Hospital Service and other branches of the great "Pay Department" have interesting exhibits.

Plate printer experts from Bureau of Printing and Engraving produce genuine money daily.

Department of Commerce and Labor exhibits data affecting commercial and labor interests.

Postoffice Department transferred its entire museum to the Exposition, and established in connection therewith a model postoffice.

Departments of State and Justice have attractive exhibits of State and Judicial documents and papers relative to the early organization of the government and the executive departments.

Models of all battleships and cruisers, model of dry dock Dewey, guns and ordnance, models of every type of gun made for the Navy since its organization, together with historic relics of the ill-fated Maine and entrance of Dewey into Manila Bay are exhibited.

During Exposition there will be stationed in Seattle harbor some of the largest type of battleships fully rigged and ready for public inspection at all times.

Biograph room, with seating capacity of 500, is open free to the public daily. Pictures and lectures give general public an opportunity to see the army and navy in action, the great irrigation plants and reclamation work now being done by the government, the Panama canal under construction, interior views of the Printing and Engraving Bureau at Washington, views of the great national park and forest reservations, the National Capital city, and finally the induction of a President into office, showing the inaugural parade with troops passing in review, and the great ballroom at night.

*Looking Across Geyser Basin at the Palace of Manufacture.*

# THE FAIR THAT WAS READY.

*By Welford Beaton.*

The Alaska-Yukon-Pacific Exposition is no longer a promise; it is a fact. Better, it is a dream materialized, for Seattle's boast is made good—it is the "most beautiful exposition ever held," and it was a product completed to the last detail on June 1st, the opening day.

For nearly five months to come the metropolis of the Northwest will entertain the world with a fair unique—unique in its beauty; in the grandeur of its setting; in the lands and peoples it represents, and in its amusements, for with its exhibits brought from strange places, came untried kinds of fun and new amusements to tempt those sated with life's enjoyments.

The Alaska-Yukon-Pacific Exposition is bigger in every way than its publicity agents said it would be, for until the exhibits were assembled and the peoples marshalled, not even the press agent realized its magnitude, nor its tremendous scope.

In Seattle, the exposition has come to be known as the "Ivory City," and its nickname is altogether fit—just as fit as was "White City" for Chicago's big show. Every one of the palaces which house the exhibits and cover the amusement features is finished in the color of old ivory. Primarily, it is white, but with a tone of yellow running through it and just a suggestion of brown. Nowhere is there a glare of the dazzling white which, at other expositions, has played havoc with the eye and made headache the price of an exposition perigrination.

And physical comfort and well-being are likewise well considered. Throughout the grounds are "rest stations" where the weary may find seats, shade, and abundant drinking water from a glacier-fed lake high in the mountains, while they enjoy the fragrance from the gardens, mingled with the balsam of the firs which are everywhere on the grounds. So elaborate is this arrangement that 50,000 people may sit among the gardens or in the shaded pergolas and colonnades of the buildings, at one time.

*Looking Down Yukon Avenue at the Alaska-Yukon-Pacific Exposition.*

Unlike other expositions, these comforts are not "farmed out." No grafter will be found selling the drinking water which the Creator gave so liberally to Seattle, and no fakir has been given a monopoly on rest. Everything is as free as is the fragrance of the blossoms.

Leaving aside all consideration of beauty, scenic or constructed—the buildings, the gardens and the forest—it would be difficult to answer him who should ask what is the feature of the Fair.

For many, it would be the marvelous exhibit which Alaska has made; the first time in history that Uncle Sam's wondrous northern territory has had opportunity to show the truth of itself. For the first time, Alaska has come from under the iceberg with which romance has afflicted it, and proved itself a land of tremendous agricultural resources, with future homes and farms for countless thousands. In its display are rosy-red tomatoes grown in Nome; melons from Fairbanks; potatoes and cucumbers from Dawson City; apples, peaches, plums and other fruits from the southeastern coast; wheat, barley, oats and rye from as far north as the MacKenzie River which empties itself into the Arctic circle: there is everything that is grown in the northern states of America, and in wonderful degree of perfection.

The churches of Alaska have illustrated their successful work among the natives, likewise the schools; and the handiwork of the Indian school-children rivals the work of their little white brethren on the "outside," as the world, other than Alaska, is known in the North.

The women of the many mining-camps and fishing-towns along the coast display their work in its variety, and examples of the arts and crafts of the skillful aborigines are shown in profusion. The exhibit of the Indian basketry, wood-carving and curio-making is valued, intrinsically, at $100,000.

Northern methods of transportation, both "over the ice" and over summer trails, are demonstrated; from the tuneful "malamute," or husky dog of the snow barrens, to the locomotive used in Fairbanks, Dawson, Nome and on the now famous Copper River railroad.

To see Alaska's exhibit alone is worth a trans-continental trip, and interest in it is increased by five million dollars worth of gold dust, just as it was taken from the placers of Alaska and Yukon. It is further increased when it is

*A Charming Vista From the Pergola of the Palace of Agriculture.*

realized that these tons of wealth represent only a small fraction of the annual output of any one camp.

For another, the greatest attraction at the Fair would be found in the exhibits and features brought from China and Japan.

Japan has one building on the grounds proper, another on the Pay Streak, which is the amusement way. The building on the grounds is one of the most striking architectural features of the Exposition. It is a structural history of the architecture of Japan for more than a hundred years. It embodies the weird type of the old Japan, and the fanciful type of the Japan of today, and so excellently has the idea been worked out that it has become the center of interest for Occidental architects and structural engineers.

Japan's exhibit shows the life of the country in much the same way, and covering a similar period in its history. The arms of the Samurai, relics of feudal days, armor, and the bearings and quarterins of an ancient nobility,—a nobility that was ancient when that of Europe was created,—are all to be seen. And with them are the concrete evidences of Japan's present day greatness—its products, agricultural and manufactured, models of its war-ships and modern armaments, and all else calculated to give a comprehensive idea of Japan's present ambitions, and that out of which they grew.

On the Pay Streak, Japan has a tea garden brought from Tokio, with dainty little Geisha girls to serve tea. There are Japanese bazaars, and Japanese babies and Japanese everything else to give an idea of the daily life of Nippon. One striking feature is a rice field in which Japanese coolies are seen at work setting out the rice plants.

China's representation is altogether on the Pay Streak. The sum of $15,000 was expended in giving an idea of typical Chinese architecture, and the result is a unique structure. Also there is reproduced a street of Pekin, with its shops, restaurants, theatres and other features.

Again, Hawaii's exhibit will prove the chief attraction to many. It fills one of the larger buildings of the United States Government, and overflows into a pineapple plantation on the grounds. Dark-skinned beauties from the Cannibal Isles serve delicious tropical fruits, and there is singing and music day and night by island musicians. All the glamour of the islands is thrown round the exhibit.

*One of the Enchanting Vistas of the Exposition—Looking Across the Cascades at the Agricultural Palace, the Oriental Exhibits Building and the Auditorium.*

The Philippine's exhibit is another comprehensive branch of the Government division and also has a building of its own, situated behind the main Government Building. The minerals, woods, textiles and other products of Uncle Sam's insular possessions are all shown, and there are enough natives to populate a good sized village of Luzon.

The main Government Building, which is at the head of the Court of Honor, lifts its dome 270 feet in the air and presents a fine spectacle. In it are the exhibits from the national capital, the Post Office Museum, War Department and Navy Department models, a mint from the Treasury Department, in constant operation, and about everything else that will illustrate the way in which Uncle Sam does business at the home office. A wing of the main building accommodates the fisheries exhibits, and the aquarium in which are live specimens of the food fishes of the Northern waters.

The Agricultural division is a revelation of the Northwest and Canada. The wonderful productiveness of the soil and the tremendous range of its products are shown. The State of Washington is represented by county divisions, and by irrigated and non-irrigated districts.

In the Manufactures Building is one of the largest and most up-to-date industrial exhibitions ever given. Methods of production, rather than the things produced, are displayed. One of the largest watch-making firms in the world has an exhibit, not only of its watches, but of the manufacturing of their various parts and the assembling of them into a complete product. The textile workers are spinning and weaving the raw materials into the finished fabric. There are elevators, with every known safety device attached, in operation. There are huge harvesters, such as the Orient is beginning to demand, and other farm implements too numerous to mention. Every labor-saving device that the mind can conceive, is exhibited, and in almost every case, in operation.

In the Oriental and Foreign Exhibits buildings, two of the handsomest structures on the grounds, the exhibits are equally exhaustive and interesting. The same may be said of the Transportation Building, and the Mines display, which shows everything from the "placer" workings of Alaska to the most modern methods of reduction and refining.

The mistakes made by other expositions have been turned to much profit by the directors of the Seattle show. As a result, monotony has no place in the

*Flower Decked Palaces in the Fir Woods on the Alaska-Yukon-Pacific Exposition Grounds.*

Exposition program. Out on the grounds there is never an idle moment. There is life and action from day's end to day's end; when a world famous band is not playing in one music pavilion, it is in another. Special events are of almost hourly occurrence.

Round the banks of the plunging Cascades are thousands of full-blown rose bushes. Round the Geyser Basin are 300,000 pansies blooming in one huge bed. At the bases of all the buildings are rhododendrons and cactus dahlias in full flower, and the way to the Pay Streak is through a land of scarlet geraniums. There are 100 acres of formal gardens and green lawns. Clematis and other climbing vines curtain the pergolas and colonnades with gorgeous blooms, and there is in all directions a sky line of native fir trees and a background of mountain scenery.

By night the Exposition is a spectacle that has never been surpassed. The grounds and buildings are a blaze of light and the Cascades,—pouring down the central court,—a plunging rainbow, showing every color of the solar prism. The Geyser Basin, at the foot, is a lake of liquid fire in which trout and bass sport among sunken gardens. Every building on the grounds is thrown into brilliant silhouette by incandescent lights dotting their outlines at six-inch intervals, and the Alaska Shaft, which marks the center of the Exposition grounds, is a tower of brilliancy.

There is no "best time" to see the Alaska-Yukon-Pacific Exposition. The opening day showed perfection as complete in detail as will the closing day; the attractions of any one day are no less than those of any other.

Throughout the summer the Puget Sound country is bathed in sunshine and from June to October the weather is ideal, never cold and never excessively warm.

The world's MOST BEAUTIFUL EXPOSITION is ready, with every promise kept; every boast made more than good.

*The Music Pavilion Among the Firs at the Alaska-Yukon-Pacific Exposition.*

# ARCHITECTURE AND THE GROUNDS.

In the general plan of architecture the Alaska-Yukon-Pacific Exposition follows the French renaissance style. This applies to the Manufactures, Agriculture, Mines, Fisheries, and other buildings forming the central picture of the exhibition. The buildings are grouped about the Cascades and Geyser Basin, the main decorative features, and the United States Government Buildings complete the scheme. The federal structures are a pleasing combination of French and Spanish renaissance, and the great dome on the main Government Building is the architectural climax of the Fair.

The California State Building is of Spanish mission architecture, and the Oregon Building is strictly Roman classic in style. This structure is topped by a huge dome which looms majestic on the sky line. The Washington Building is two stories in height and in design is a free American treatment of the classic French.

Seven buildings on the Exposition grounds will revert to the University of Washington at the close of the Exposition. These are the Auditorium, Fine Arts, Machinery, Washington, Arctic Brotherhood, Forestry and Women's buildings. The Auditorium is Roman classic in design and the Fine Arts follows the French style of architecture. Machinery Hall, to be the permanent engineering building for the university, is a modern adaptation of the Spanish mission style and is an attractive structure.

The Agriculture and Manufactures building resemble each other closely, with just enough difference of detail to avoid mechanical repetition. On the Agricultural Building is a beautiful circular pergola, which during the life of the Exposition will be covered with woodbine and clematis. The end facades of the building consist of a semi-circular arch fifty feet wide, crowned with a pediment containing the official seal of the Exposition, beautifully worked out in staff. The Fisheries Building stands on the same side of the Cascade as the Agriculture Building, and with its Ionic columns, harmonizes with the adjoining structure. On the opposite side of this Court of Honor stand the Manufactures and Mines Buildings, where Doric columns complete the simple and effective scheme.

*A Combination of Fir Forest and Fanciful Facade.*

The Forestry Building is the largest log house ever built, and about the front of the structure are 124 logs, each forty feet high and containing 6,000 feet in board measure. The weight of each one of these logs is estimated at 50,000 pounds. The logs in the front of the building are left in the rough, while those in the interior have the bark removed.

One of the ornate buildings on the Exposition grounds is the Music Pavilion. This building is colonial in design, with many of the characteristics of the French style, with columns modeled after those at Washington's old home at Mt. Vernon. Along the frieze around this building is a musical staff, with other appropriate decorations.

The home of the Arctic Brotherhood on the Exposition grounds is typical of the houses in Alaska and the North of Finland, and is built of logs. The details of the landscape about this building resemble the gardens of the North. The structures occupied by the Japanese and Chinese delegations are strictly Oriental in general character. On the Pay Streak, the amusement center of the Exposition, many of the structures are Japanese in style and the entrance to the gayety boulevard is through an arch of Japanese-Alaskan design, consisting of totem poles supporting curved pagoda roofs.

A large number of structures are of free American style of architecture, but have been so located as to make a complete picture with the buildings in the main group following the French renaissance design.

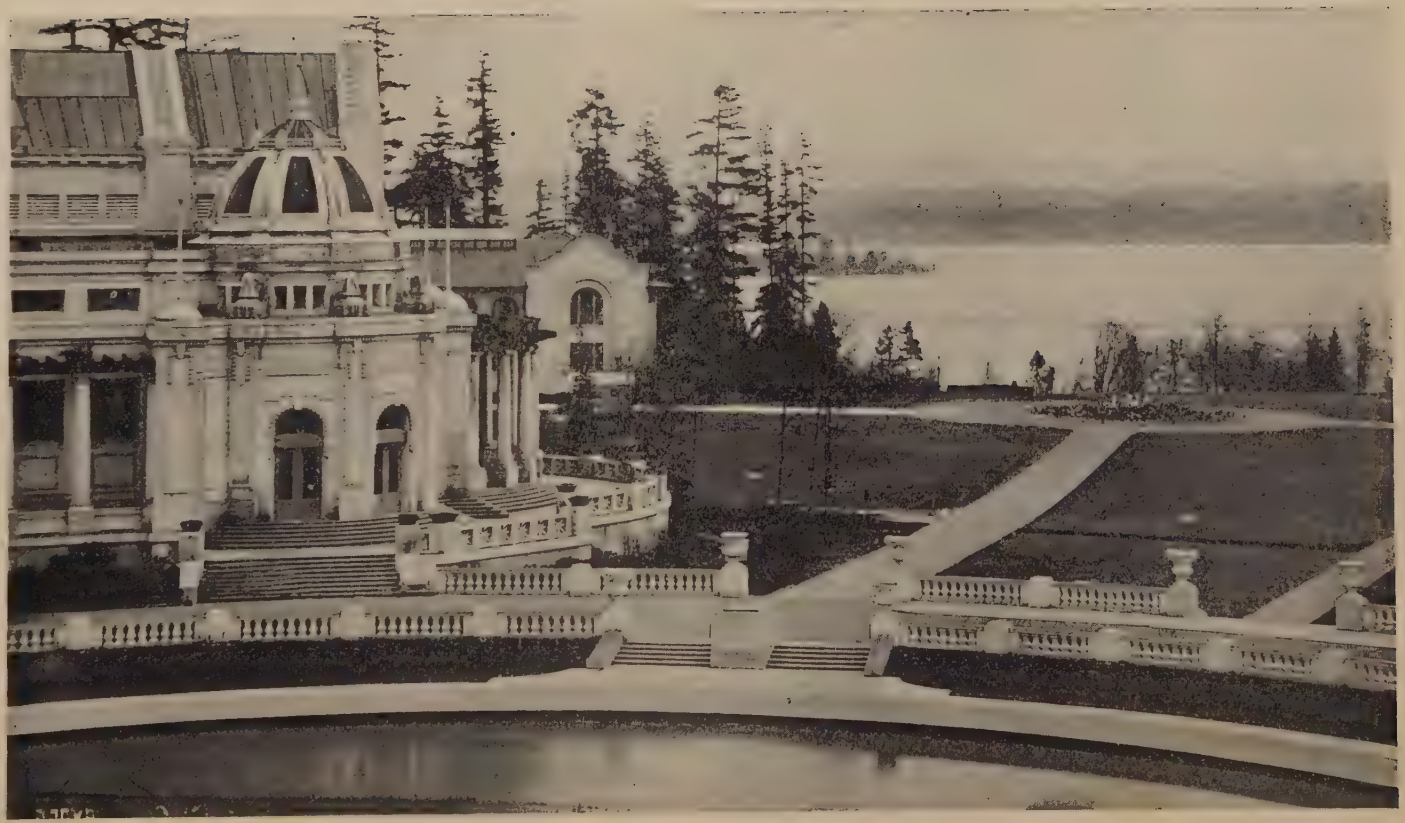
The Exposition nestles in the heart of a natural forest, many of whose sylvic beauties still remain. The formal gardens approaching the Manufactures and Agriculture palaces are similar to those in the public park of Versailles and are French in design. From the standpoint of the lover of the beautiful the Pacific Exposition will excel any world's fair in history. The first consideration has been the scenic effect of the landscape, floral display, illumination and sculpture. This, combined with the mild climate of the Puget Sound country, the beautiful mountain, lake and woodland scenery, and the central location of the grounds, has made the Alaska-Yukon-Pacific Exposition the most beautiful and attractive ever built.

The main sculptural feature of the Exposition is the monument at the head of the Cascades—a seventy-foot shaft reared on a pedestal twenty feet in height. About the base of the pedestal are three seated female figures symbolical of the Northland, the South Seas, and the Orient. The column is of Corinthian

*The Forestry Building at the A.-Y.-P. Exposition. Photo April 1st.*

design and is surmounted with a globe bearing the signs of the zodiac. Poised on this globe is a huge American eagle. Grouped about the Geyser basin are figures of the elk, bear, timber-wolf and cougar of the Northland. Ornamental vases, bearing the official emblem of the Exposition, and filled with a riotous mass of blooming flowers, encircle the entire central court, the Cascades, and the Geyser Basin. The pergolas about the front of the buildings are hidden from view with climbing roses. The electroliers throughout the grounds are of French renaissance, with settees of Roman design, and at night shed a mellow radiance over the Ivory City.

On every hand stretch green lawns, shaded walks and glowing flower beds. In every nook and corner the cactus dahlias, rhododendrons and flowering shrubs of the big woods of Washington are massed in profusion. Down Rainier Vista, across the sparkling blue waters of Lake Washington, majestic Mt. Rainier raises her massive head among the clouds, and over all, the blue sky and balmy air of summer on the Puget Sound, make of the Alaska-Yukon-Pacific Exposition a veritable fairyland.



*Mountain and Lake From Geyser Basin.*

# A DAY AT THE EXPOSITION.

Anticipation is turned to realization. On every side trains salute one another with screeching whistles and clang of bell. Waiting-rooms are a surging sea of humanity. Outside the Union Station are long rows of waiting street-cars, all headed in the one direction. Another clang of bells and you are under way—you have arrived in Seattle.

Up Third Avenue and through the growing business section of the city you rush. Emerging from the noisy clamor of asphalted streets, lined on either side with great stores and tall office buildings, you wind along the shores of a great inland lake and on through quiet residence districts. Your cheek is fanned by cool breezes and your mind and body refreshed by the sylvan beauty of the scene—already you feel repaid for your long and tiresome journey.

Suddenly, and without warning, the sight of the ivory buildings of the Exposition breaks upon your view, clustered in a great park on the edge of a sapphire lake with the snow-capped range of the Cascades looming in the background.

Passing through the gates, you enter an Exposition Beautiful, builded in a forest in the very heart of a metropolitan city. Proceeding up the great paved plaza, you see immediately ahead the magnificent buildings of the United States Government. You hear the roaring waters of the Cascades; to right and left are blooming flower-beds, and in the distance bands are playing. A spirit of light-hearted enjoyment pervades the whole scene.

The Alaska-Yukon-Pacific Exposition is an inspiring sight. The buildings, mountains, lakes, the forest, and the flowers surpass all expectation. The claim made at its inception, that it would go down in history as the world's most beautiful pageant, has been made good.

The arrangement of the buildings at Seattle is somewhat different from that of previous expositions. The structures are near one another and there are no long, tiresome walks from one exhibit palace to the next—just a step over paved streets; a glimpse of some beautiful landscape feature, and you reach another building.

*Around the Auditorium on School Children's Day.*

On entering the main gates, two buildings, in a cluster of trees to the left, attract your attention. In one, the administrative affairs of the Exposition are conducted; the other is the Auditorium, a brick and steel structure of imposing appearance.

To the right, across Puget Plaza, is the Fine Arts Building, containing a valuable art display obtained from the most famous collections in the world.

A few steps further brings you to the intersection of Olympic Place and Alaska Avenue. Away to the right stretches the Pay Streak, the amusement section of the Exposition, and to the left is offered a front view of the Auditorium with the University of Washington in the distance.

The Pay Streak may also be reached by following a thoroughfare leading off to the right, immediately outside the main entrance gates, which takes you past the rest headquarters of the Women's League, the Masonic, Swedish, and other buildings.

Crossing Olympic Place, and reaching a point of vantage in front of the main Government structure, the beautiful picture of the fair is unfolded. To the right the Alaska Building, to the left the Hawaiian Building, and on either side of the Cascades, the Oriental, Foreign, Manufactures and Agriculture palaces. In the distance the Music Pavilion and the buildings of Canada and Japan, with Mt. Rainier, the highest mountain peak in the United States, as a background.

Broad avenues and winding paths branch off in every direction, disclosing new scenes of beauty. Buildings appear on every side, half-hidden by the screen of natural forest.

An inspection of the Auditorium, where the big conventions and congresses meet, will prove interesting, while across the street in the Fine Arts Building is an exhibit well worth a day's undivided attention.

Next in line comes the main Government Building, in which are the exhibits of the various departments at Washington. In a separate building is the wonderful display of live fishes and in another wing the biograph room, where moving pictures illustrate the way United States mails are handled, the system of rural free delivery, and many other things of interest.

*The "Spirit of the Pacific," a Fountain for the Exposition.*

The Army and Navy departments, Health and Sanitation, the Smithsonian Institute, Revenue-cutter service and exhibits that are so complete that they fully explain the workings of every bureau of the Government Service, are housed in this great central structure. The Philippines, for the first time, are represented. Hawaii, too, occupies a building which is directly in front of the main structure, while across the street is the Alaska Building.

At the Seattle fair, the Government occupies more floor space with its exhibits than it ever has before. Two days could be enjoyably and profitably spent inspecting Uncle Sam's display. The Alaska Building, with its exhibits displaying the varied resources of the Northland, is one of the big features of the fair. Alaska, Hawaii and the Philippines are represented at Seattle as it was never dreamed they would be when the Exposition was first suggested.

From the Government Building, Chandelar Avenue leads down to Nome Circle, on one side of which is a modern emergency hospital; on the other, the fire station; while various exhibition buildings are grouped near by.

The first of these is the handsome structure built by Spokane County and directly adjoining it is the Chehalis County headquarters. Close at hand are the Utah and Idaho State Buildings and in the distance the log cabin of the Arctic Brotherhood, the Alaska fraternal organization. From this point a vista of Lake Washington is revealed, across the natural amphitheatre where all open-air exercises are held.

Occupying considerable ground directly across the street from the Spokane Building is California's beautiful home in Spanish mission architecture. This building contains exhibits from every county and is the most complete display of the wonderful resources of the Golden State ever assembled away from home. Just in the rear of the California Building, and facing on Seward Avenue, is the New York State structure, a replica of Seward's old home near Auburn. In the New York Building is a beautiful banquet hall, and the structure is one of the most imposing at the fair.

Continuing on down Pacific Avenue, the Forestry Building, with its pergola of great fir logs from Washington forests, next comes into view, facing Nome Circle on the side opposite the Oregon and Washington state buildings. The Forestry Building is the largest log house in the world and remains for the use of the School of Forestry of the University of Washington.

*California's Handsome Building in the Old Spanish Mission Architecture.*

All social functions take place in the Washington Building. The Oregon Building was finished six months before the Fair opened, and the various counties of Oregon have made a complete exhibit of all the fruits and grains raised in their state; while the interior decorations of the building show many farm and woodland scenes done in grains and grasses.

In the rear of the Forestry Building and situated on a side hill overlooking Lake Washington, is the Hoo Hoo house, the home of visiting lumbermen. Great black cats with sparkling eyes guard the entrance gates.

Pacific Avenue eventually leads to Rainier Vista, and nearly encircles the Exposition grounds. Leaving the Forestry and Oregon buildings and proceeding down this thoroughfare, the King County Building, an ornate structure, is reached, standing directly across the street from the Dairy and Good Roads buildings, Machinery Hall and the model foundry.

Manufacturers and business men of King County have provided an excellent display in the King County Building, and the Model Dairy is complete in every detail. The latest machines used in road building, and different road materials are shown in the Good Roads exhibit. It requires considerable time to see the display in Machinery Hall, where activity and motion are the characteristic features of this great demonstration of the latest machinery of every size, model, and description.

Leaving Machinery Hall and crossing Washington Avenue, the visitor arrives at Dalton Trail, a path cut out through the woods to an artistic boat landing,—the Lake Washington entrance to the grounds. Across the formal gardens from Machinery Hall stands the Music Pavilion, almost hidden by a hedge of Douglas firs. Here concerts are given daily by the greatest bands in the world.

Just in the rear of the Music Pavilion is the big exhibit palace erected by the Dominion of Canada, and adjoining this structure the Grand Trunk Railway Building. The landscape features about these two buildings harmonize with the rustic furniture provided for visitors who desire to listen to the band concerts.

A few steps from the Canadian buildings brings you to the heart of the gardens and Rainier Vista. Straight ahead is another view of Mt. Rainier, and

*Oregon State Building, First State Building Completed on the Grounds.*

looking to the rear, a view across Geyser Basin and Cascade Court to the big exhibit palaces with their displays covering many acres.

To the left is the Manufactures Palace, and directly across Geyser Basin, the Agriculture Building. Leading manufactures of the United States and Europe have exhibits in this building showing the various processes through which shoes, wearing apparel, etc., must pass before the completion of the finished article. The balcony of this building is given over to a complete Arts and Crafts exhibit.

Counties in the State of Washington not represented by separate buildings have provided displays in the Agriculture Building, and the exhibits of fruits and vegetables are the greatest ever seen. Just beyond the Manufactures Building and adjoining the Hawaiian Building, is the Oriental Palace. There, Levantine countries are well represented. Particular attention has been given to the displays from Turkey, Greece and Syria.

Directly across Cascade Court stands the Foreign Palace where Germany, France, Great Britain and other European countries, have provided a most comprehensive line of exhibits. After passing through these buildings and returning to the gardens, you will have covered about half the Fair grounds.

The next building to appear will be that of the Japanese Government, where exhibits from almost every province in Japan have been provided to show the progress of the island empire. The Y. M. C. A. exhibit is close at hand, and following Pacific Avenue for a block, the Mines Building comes into view. Minerals from the State of Washington are on display here and the collection of ores has probably never been equaled.

From the Mines Building it is only a step to the Chinese Village, the Swedish Building, the model photographic building and the Pay Streak attractions.

Off from the main Exposition streets are the Model Farm, the Athletic Stadium and the Stock exhibit, the miles of woodland paths, natural parks and restaurants set in among the trees and shrubbery. Drinking fountains have been provided, with the water supply coming direct from Cedar Mountain.

Three days could well be spent wandering about the exhibit palaces during the day-time, and in the evening the big shows along the Pay Streak serve to

*Palace of Foreign Exhibits and Pergola of Agricultural Building.*

amuse and thrill the crowds. There, some of the largest attractions ever provided for an international exposition were ready on the opening day.

Lakes Union and Washington, at the foot of the Exposition grounds, permit of aquatic sports of every nature. Military and Naval drills participated in by sailors from the American and Japanese cruisers, and soldiers from the Government forts near Seattle are big features, and the reviews of the troops are witnessed by thousands of visitors. Balloon and airship races are among the big events, and aeroplane tests are conducted by the Seattle Aero Club. Some of the fastest motor boats in the world race daily on Lake Washington, and picked crews from the Igorrote and Eskimo villages try their skill in handling the oars.

The amusement street at the Exposition contains a full mile of attractions, and the scenic railway on the Pay Streak is the largest ever built. The Streets of Cairo alone occupy 110,000 square feet. Bands of every nation give concerts daily, and the amusement features are the greatest offered today in the world.

As was promised months ago, the Exposition was ready the opening day. There were no unfinished buildings. The streets and walks were paved. The Exposition city stands as complete today as if it had been builded years ago.

Flowers by the million are in bloom in every nook and corner, the beautiful summer weather is here, the floral and architectural features are greater than was anticipated even by the people of Seattle.

All in all the Alaska-Yukon-Pacific Exposition has made good every promise.

*Thickets of Rhododendron Hedge in All of the Buildings of the Alaska-Yukon-Pacific Exposition.*

# THE PAY STREAK.

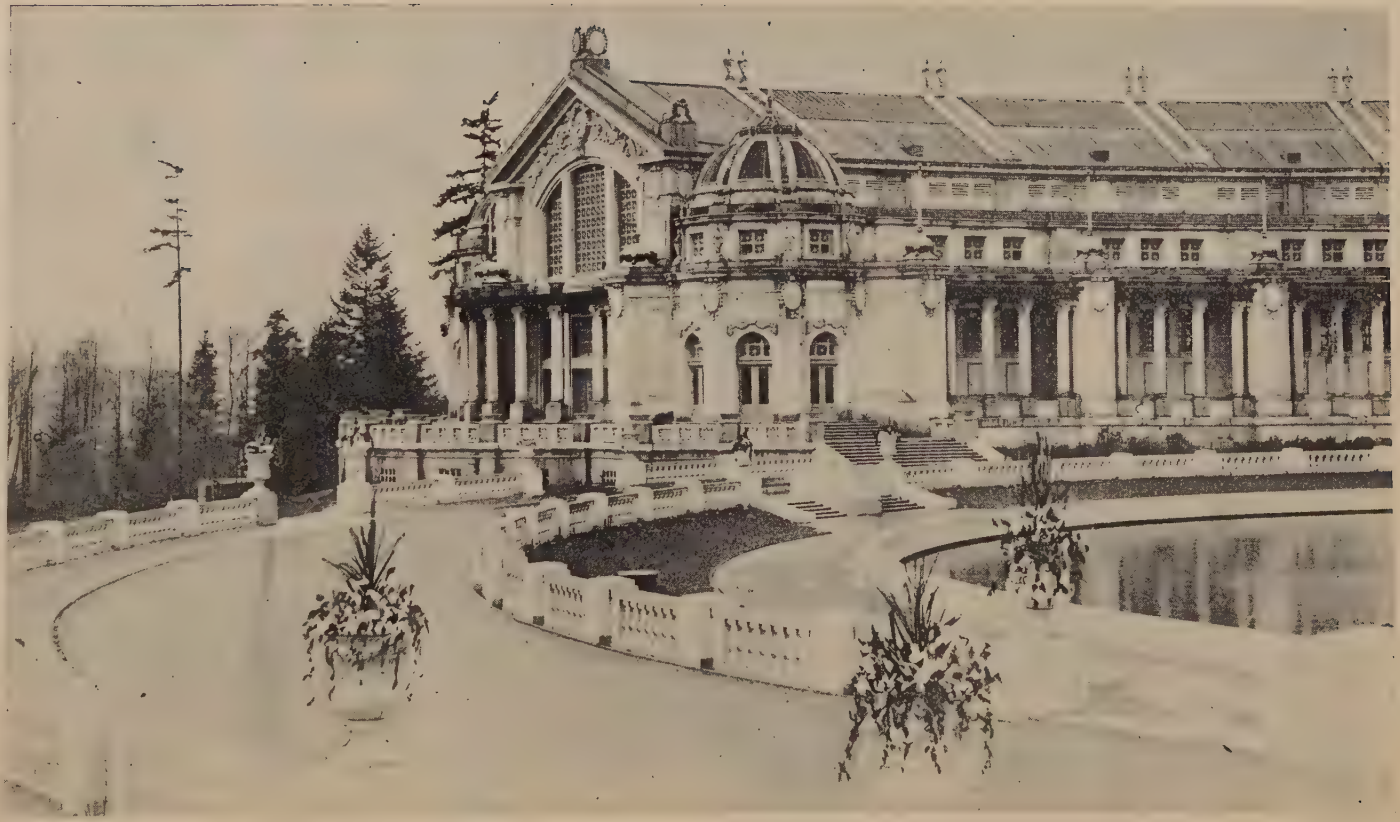
Visitors to the Alaska-Yukon-Pacific Exposition seeking amusement will not be disappointed. The Exposition is predicated upon the holiday theory. Dignity is left altogether to the towering fir trees that remain upon the grounds; everywhere else there is life, action and noise—the noise of many nations made in many ways. Even the architecture of the buildings enters into the spirit of the Fair; it is all graceful flowing curve and cupola; nowhere is there the severity of square corners and the primness of straight lines.

From the standpoint of the amusement-seeker, the "Pay Streak" becomes an important, if not the most essential feature of the Exposition. It has attracted fun-makers from all over the world,—from the Occident and the Orient, and even from the ice-bound fastnesses of the Arctic circle. Captain A. W. Lewis, Director of Concessions, himself an experienced and highly skilled "show man," has reached out into every corner of creation, and despite difficulties too numerous to mention, has drawn to the A.-Y.-P. E. the biggest and best amusement features that the world has to offer.

In mere numbers of concessions, the Pay Streak of the Alaska-Yukon-Pacific Exposition has been surpassed by the amusement centers of some previous expositions, but this apparent shortcoming is more than compensated for by the high quality of the attractions.

And not only is there quality, but there is also cleanliness and educational value. There is not a catch-penny contrivance on the list. There is not a mediocre production. Just as the big concert-bands which will play every hour of the day on the Exposition grounds are the best to be had in America, so are the attractions to be found on the Pay Streak the best of their kind.

"If you haven't got your amusements, you haven't got your fair," is an old saw among professional exposition men. Accepting it as a truism, the Alaska-Yukon-Pacific Exposition is going down through world's fair history as the most notable exposition ever held.



*Front Elevation of the Palace of Agriculture, with a Portion of Geyser Basin in the Foreground.*

# PROGRAM

—OF—

# SPECIAL DAYS AND EVENTS

## CEREMONIES, MUSIC AND SPECIAL EVENTS

JOSIAH COLLINS, Chairman of Committee  L. W. BUCKLEY, Director
F. N. INNES, Music  WM. M. INGLIS, Athletics

*JUNE 1.* OPENING DAY CEREMONIES, 10:00 a. m., Grand Pageant, 2:00 p. m., Military-Naval. Beginning Military Week. Army and Naval Tournament.

*JUNE 2.* VALLEY DAY—Kent, Auburn, Puyallup, Sumner.
ALUMNI DAY—University of Washington.

*JUNE 4.* JAPANESE NAVY DAY—Naval and Military Tournament.

*JUNE 5.* CHILDREN'S DAY—Forenoon, Flag Drills, Exercises, etc.
BREMERTON DAY.

*JUNE 7.* CHICAGO DAY.
KING COUNTY DAY.

*JUNE 8.* Transcontinental Passenger Agents' Assn. meets.
Washington Children's Home Society Day.

*JUNE 9.* GROCERS' DAY.
PATHFINDERS' DAY—Pioneers' Assn. State of Washington.
Convention of Catholic Order of Foresters.

*JUNE 10.* Washington State College Cadets.

*JUNE 11.* YAKIMA VALLEY DAY—Sunnyside, Kennewick, Pasco, etc.

*JUNE 12.* COMMERCIAL TRAVELERS' DAY.

*JUNE 14.* Beginning BRITISH COLUMBIA WEEK.
VANCOUVER, B. C., DAY.

*JUNE 15.* CONVENTION GRAND LODGE FREE & ACCEPTED MASONS.
California Promotion Committee—Official Day.
Pacific Coast Advertising Men's Assn. Convenes.

*The Facade of the Palace of Agriculture of the Alaska-Yukon-Pacific Exposition.*

*JUNE 16.* GRAND COMMANDERY KNIGHTS Ttemplar OF WASHINGTON.
Order of the Eastern Star.
Washington State Graduate Nurses' Assn.
VICTORIA,, B. C. DAY.

*JUNE 18.* CALIFORNIA PRESS CLUB.

*JUNE 21.* BEGINNING INLAND EMPIRE WEEK.

*JUNE 22.* WASHINGTON STATE DAY.
National Convention Institute of Banking opens.

*JUNE 23.* GRAND CHAPTER ROYAL ARCH MASONS CONVENES.
ROYAL ARCANUM DAY.

*JUNE 24.* WASHINGTON, OREGON AND IDAHO BANKING ASSN. CONVENES.
STATE G. A. R. DAY.

*JUNE 25.* *SPOKANE DAY.*

*JUNE 26.* "FIRING THE BLAST." Pay Streak Wide Open. Grand Parade Concessionaires and Exhibitors.
Forenoon—BANKERS' DAY—Official.

*JUNE 28.* SKAGIT VALLEY WEEK, Begins.

*JUNE 29.* CHEHALIS COUNTY DAY.
Indian Games, etc.
NATIONAL LUMBER MANUFACTURERS' DAY.

*JUNE 30.* NORTHWEST MUSIC TEACHERS' ASSN.

*JULY 3.* RAILWAY MEN'S DAY.
International Motor Boat Races, Lake Washington.

*JULY 4.* GOOD ROADS CONGRESS OPENS.

*JULY 5.* PYTHIAN WEEK BEGINS.
Constitutional Convention.

*JULY 6.* NATIONAL CONVENTION EPWORTH LEAGUE, lasting one week.
Manoeuvers Uniform Rank K. of P.
Northwest Mining Assn. Convenes.

*JULY 8.* Motor Boat Races, Lake Washington.

*JULY 9.* OREGON DAY.
Pacific Northwest Day.
Motor Boat Races, Lake Washington.

*A Corner of Seattle's Exposition From the Formal Gardens.*

*JULY 10.* KANSAS DAY.
PORTLAND, OREGON, DAY.
Motor Boat Races, Lake Washington.

*JULY 12.* EPWORTH LEAGUE OFFICIAL DAY.
MONTANA DAY.
SEATTLE REAL ESTATE ASSN. DAY.
San Diego, Cal., Day.

*JULY 13.* WISCONSIN DAY.
National Council of Women Convenes.
National Educational Convention Opens.
Whatcom County and Bellingham Day.

*JULY 14.* PACIFIC COAST ASS'N OF NURSERYMEN.
San Juan County Day.

*JULY 15.* COLORADO DAY.
Sherman County Day—The Dalles.
Washington State Dental Society Convenes.
Fraternal Order of Eagles' Day.

*JULY 16.* TACOMA DAY.

*JULY 17.* OFFICIAL DAY, WASHINGTON STATE DENTAL SOCIETY.
Seattle Manufacturers' Association Day.
MICHIGAN DAY.
LOGGING CONGRESS OPENS.
Roseberg, Oregon, Day.
NATIONAL EDITORIAL ASS'N CONVENES.
Riverside, San Bernardino and Redlands, Cal., Day.

*JULY 20.* SALEM, OREGON, DAY.

*JULY 21.* NATIONAL EDITORIAL ASS'N CONVENES.
Medical Ass'n of Washington, Oregon, Idaho and British Columbia Convene Jointly.

*JULY 22.* BUTTE AND ANACONDA, MONT., DAY.
Red Men's Ass'n Convenes.
Fraternal Brotherhood Convenes.

*JULY 23.* GRAND LODGE A. O. U. W. CONVENES.
WENATCHEE DAY.

*JULY 24.* BIBLE AND TRACT SOCIETIES CONVENE.

*JULY 26.* SANTA BARBARA, VENTURA, SAN LUIS OBISPO, PASO ROBLES, CALIFORNIA, DAY.

*JULY 27.* UNITED SWEDISH SINGERS OF PACIFIC COAST.

*JULY 28.* B. P. O. E. DAY.
Women's Christian Temperance Union Day.
Baker City, Oregon, Day.

*JULY 29.* NATIONAL UNION LEAGUE DAY.

*School Children Playing Among the Exposition Gardens on School Children's Day.*

*JULY 30.* DIXIE DAY.
Combined Societies of Tennessee, Louisiana, Virginia, Kentucky, Maryland, North and South Carolina, Alabama, Georgia, Florida, Mississippi and Arkansas.

*JULY 31.* SWEDISH DAY.

*AUG. 2.* SCANDINAVIAN DAY.

*AUG. 3.* MISSOURI STATE DAY.
Sacramento and Sacramento Valley Day.

*AUG. 4.* WOODMEN OF THE WORLD DAY.
Olympia, Wash., Day.

*AUG. 5.* NEW ENGLAND DAY.

*AUG. 6.* LEWISTON, IDAHO, DAY.
ALASKA WOMEN'S AUXILIARY DAY.

*AUG. 7.* INDIANA DAY.
RENTON DAY.

*AUG. 9.* MINNESOTA DAY.
Los Angeles Day.
Northern Pacific Lawn Tennis Assn. Meets.

*AUG. 10.* ARIZONA DAY.
St. Paul, Minn., Day.
National Protective Legion Convenes.
Association of Park Superintendents Convenes.

*AUG. 11.* JAPANESE DAY.
Feast of Lanterns in the Evening.

*AUG. 12.* IOWA DAY.
Worcester, Mass., Board of Trade Day.
HOQUIAM, WASH., DAY.

*AUG. 13.* NATIONAL PRISON CONGRESS CONVENES.
Knights of Columbus Convenes.

*AUG. 14.* SEATTLE DAY.

*AUG. 16.* DAWSON, YUKON TERRITORY, DAY.
Discovery Day. Commemorating Discovery of Gold in the Klondike.
Pennsylvania Day.
G. A. R. Day.

*AUG. 17.* CENTRALIA, WASH., DAY.

*AUG. 18.* GERMAN DAY.

*AUG. 19.* KNIGHTS OF THE MACCABEES OF THE WORLD DAY.
Lady Maccabees of the World.

*AUG. 20.* CALEDONIAN DAY. Scottish Sports.

*AUG. 22.* NORWEGIAN SANGERFEST.

*AUG. 23.* NORTH DAKOTA DAY.

*AUG. 25.* MODERN WOODMEN OF AMERICA CONVENE.
UTAH DAY. Governor's Day.
Mormon Tabernacle Choir.

*Palaces Rise From Thickets of Rhododendrons and Other Blooms.*

*AUG. 26.* ABERDEEN, WASH., DAY.
Salt Lake City and Ogden Day.
Salt Lake City and High School Cadets Drill.
*AUG. 27.* SOUTH DAKOTA DAY.
Welsh Eisteddfodd.
*AUG. 28.* CHINESE DAY.
IDAHO DAY.
A. Y. P. Exposition Tournament Stadium.
*AUG. 30.* NORWEGIAN DAY.
*SEPT. 1.* BOISE, IDAHO, DAY.
*SEPT. 2.* CHRISTIAN CHURCH CENTENNIAL DAY.
Okanogan and Chelan Day.
*SEPT. 3.* FISH DAY.
*SEPT. 4.* SAN FRANCISCO DAY.
*SEPT. 6.* VANCOUVER ISLAND DAY. Labor Day.
*SEPT. 7.* POSTMASTERS' ASSOCIATION Convenes.
N. W. Electric Light and Power Ass'n Convenes.
AMERICAN INSTITUTE ELECTRICAL ENGINEERS Convenes.
*SEPT. 8.* FARMERS' DAY. International Language Day.
*SEPT. 9.* CALIFORNIA DAY.
Hoo-Hoo Day. Volunteer Fireman's Day.
*SEPT. 10.* WASHINGTON STATE ELKS' REUNION.
*SEPT. 11.* NEW YORK DAY. Gov. Chas. E. Hughes will be present.
*SEPT. 14.* ELLENSBURG DAY.
*SEPT. 15.* PACIFIC NORTHWEST PHOTOGRAPHERS' ASS'N.
*SEPT. 18.* OAKLAND, ALAMEDA AND BERKELEY, CAL., DAY.
*SEPT. 19.* NATIONAL INDEPENDENT ORDER OF ODD FELLOWS, in Convention for one week.
*SEPT. 20.* NEVADA DAY.
ITALIAN DAY.
*SEPT. 22.* EDMONTON, B. C., and CALGARY, ALTA., DAY.
*SEPT. 23.* WALLA WALLA DAY.
*SEPT. 24.* OHIO DAY.
*SEPT. 27.* LIVE STOCK SHOW OPENS, LASTING TWO WEEKS.
*SEPT. 28.* NATIONAL BARBERS' ASS'N DAY.
*SEPT. 29.* PORT ANGELES DAY.
*OCT. 2.* EVERETT DAY. Northwest Miners' Day.
NATIONAL GUARD ASS'N OF THE U. S. Convenes.
*OCT. 5.* HAWAIIAN DAY.
*OCT. 7.* TEXAS DAY.
*OCT. 11.* ALASKA WEEK BEGINS.
American Institute Mining Engineers Convenes.
*OCT. 12.* ARCTIC BROTHERHOOD DAY.
*OCT. 13.* MINERS' DAY.
*OCT. 15.* SKAGWAY and CORDOVA DAY.
*OCT. 16.* GRAND CLOSING EVENTS.

*Looking Across the Cascades at the Oriental Building at the Alaska-Yukon-Pacific Exposition.*

# HOW THE EXPOSITION WAS ADVERTISED.

*By A. L. Hall.*

Advertising an exposition is a mighty task. People who have seen all the world's fairs since the father of them all took place at Philadelphia in 1876, agree that the Alaska-Yukon-Pacific Exposition excells all others in point of attractiveness; yet the combination of Nature's lavish scenic contribution and the ten million dollars that have gone to make Seattle's fair what it is today would not be a factor in its success were the world not to know of it. So the most important work in connection with building an exposition is advertising it.

Promoting publicity in this day and age is an exact science. It is understood by few. That brilliant advertising men are born, not made, is evidenced by the success that has been met with in exploiting the A.-Y.-P. James A. Wood and Welford Beaton have made the Seattle fair the best advertised exposition ever held in America, yet neither of them had had any previous experience in exploiting a great undertaking. They brought their long newspaper training to bear and made generous use of their wits.

Called into the office of Director of Exploitation at a late date, when there was little left of the appropriation set aside for advertising purposes, Mr. Wood found a great task before him. He first needed an able lieutenant in the capacity of Chief of Publicity and selected Mr. Beaton for the position. The fact that the attractions of the A.-Y.-P. are known in every hole and corner of the country bears testimony to the fact that they have made a great team.

Advertising an exposition with an unlimited expense account would be an easy matter. It would only be necessary to take advertising space in all the newspapers and cover all the bill-boards in the country, but that would entail enormous expenditure. When money is lacking, the deficiency must be made good by wit and energy. To get into the newspapers is essential to the success of a comprehensive advertising campaign. It therefore becomes necessary to make news, and to give it to the newspapers in a manner that will make it acceptable to editors who view with suspicion all matter sent them by press agents.

*Corner of the Mines Building at the A.-Y.-P. Exposition.*

Broadly speaking, the division of the work in Mr. Wood's department entailed upon that gentleman the making of the news, and upon Mr. Beaton the placing of it in the papers. An active campaign was instituted among state legislatures as much for the purpose of inducing the papers to make frequent mention of the Exposition as for the sake of leading the states to erect buildings on the grounds. At every big convention held in the country during the past winter letters were read inviting the delegates to visit the Exposition. Mr. Wood requested all the large manufacturers having exhibits at the Exposition to include in their advertisements a line drawing attention to the fact that they would be represented at the A.-Y.-P. He prevailed on the company controlling street-car advertising throughout the Western states to display, free of charge, cards advertising the Fair. He secured the privilege of painting advertisements on all the new street lights in Seattle.

Appreciating the fact that press matters could be handled on the ground more satisfactorily than from a distance, Mr. Wood appointed prominent newspaper men in New York, Chicago and Washington to keep the papers in their respective territories supplied with information, and these men, working under Mr. Beaton's direction, effected some remarkable results. Two months before the opening date, Mr. Beaton set about seeing how many newspapers he could induce to carry page stories about the Exposition on Sunday, May the thirtieth. Well written stories and new photographs were sent out and as nearly as can be estimated, approximately $200,000 worth of free advertising was received as the result of that particular move.

A remarkably well organized campaign was conducted by Mr. Beaton, urging the school children of the state to write letters to eastern school children and newspapers. Returns from the press-clipping bureaus proved it a brilliant stroke, many of the great eastern newspapers making editorial references to it as being a novel and effective method of advertising the Exposition. As a reward of merit the school children were admitted to the grounds for one day, free of charge, before the opening of the Exposition. Their glowing reports to their parents materially increased the subsequent gate-receipts. One day, dedicated to the women of Seattle, was set aside in April, on which occasion the popularity of the courtesy was utilized for the purpose of making photographs of the grounds, showing them thronged with people. These clever tactics employed by Mr. Wood and Mr. Beaton serve to show that to the task of advertising an exposition must be applied a science that has many ramifications.

*Washington State Building, a magnificent structure reverting to the University of Washington.*

It is a self-evident fact that in order to get anything into a newspaper, it is necessary to furnish it with the kind of material it demands. Editors of many of the larger papers throughout the country have stated that the printed matter sent out by the Publicity Department of the Alaska-Yukon-Pacific Exposition was better in every way than any ever sent out by any Exposition press bureau. It required time and persistence to induce Eastern editors to read the articles prepared under Mr. Beaton's supervision. When, at length, they attracted the attention they deserved, the returns of the press-clipping bureaus showed the Seattle Fair to have received more frequent and laudable mention in the papers throughout the country, even in those along the Atlantic Coast, than any previous Exposition.

During the preliminary work on the Exposition, reports were circulated by Westerners of prominence returning from the East, to the effect that little was known in the eastern states concerning the Alaska-Yukon-Pacific Exposition, great interest being manifested, however, in the Northwest country and a general desire among eastern people to know more of it. The Division of Publicity was censured for its negligence in permitting ignorance to exist on this subject throughout the East. Mr. Wood and Mr. Beaton, however, were reaping the harvest of their preliminary work, which had been formulated and carried out on the assumption that, to bring prospective visitors to the Exposition, a desire to visit the country must first be created. After the attractions of the Northwest had been thoroughly exploited, the work on the advertising of the Exposition itself began, and so efficiently was this work done that the services of a great press syndicate had to be solicited to aid in the work of distribution.

To the remarkably efficient efforts of Mr. Wood and Mr. Beaton belongs the credit for the tremendous success of the Alaska-Yukon-Pacific Exposition.

*Machinery Hall, which will become the permanent School of Engineering of the University of Washington.*

*"Seattle, 1909."*

# THE PACIFIC NORTHWEST,

# SEATTLE, THE WONDER CITY

## THE PUGET SOUND COUNTRY

Prepared by
LEONARD HALL

The Pacific Northwest, as we know it today, embraces all that coast territory lying north of the California state line, and includes Oregon, Washington, British Columbia and Alaska.

President Jefferson builded better than he knew when, in 1803, he inaugurated the Lewis and Clark Expedition,—an undertaking that has resulted in immense benefits to the nation. The eventual outcome of that expedition was to bring into the possession of the United States of America, a proud domain, which, although the fact is little known, is the only part of the United States acquired by right of discovery, and the only part which has never acknowledged any other form of government. It was a country which, after its original discovery and exploration, was regarded as of very little value to the Union, except for its trade in furs. Nor was this erroneous impression removed until the prophetic utterances of John C. Calhoun and Thomas H. Benton drew the attention of the world to the great possibilities in the then wild and almost unknown land lying north of the California line and west of the Rockies.

For many years the original settlement of the British near the mouth of the Columbia River, and the fur trading post established by John Jacob Astor,

at what is now Astoria, Oregon, represented the settled part of this coast empire. Gradually the trail across the continent was blazed, and before many years had elapsed a considerable number of adventurous spirits had begun the settlement of what was then termed "The Oregon Country." The question of governmental ownership of this vast territory became acute, and with this constant agitation and the resultant friction between the American settlers, and a few scattered British military posts, law and order was a thing unknown, and permanent settlement became practically impossible. The need of an acknowledged government

Photo by Webster & Stevens

*The Olympics from Seattle's Water Front. Titanic Snow-Clad Giants Guarding the Entrance to Puget Sound.*

and the desire to annex this territory to the mother country caused the American pioneers to raise the now almost forgotten war-cry "54°-40' or Fight," so ably written of in a recent work of fiction by Emerson Hough; 54° 40' latitude being the northern boundary of the territory then claimed by the United States, while the British claim extended south to the 42nd parallel.

This western war-cry was taken up all through the Oregon Country and for years threatened the loss to the United States of two of the most brilliant

stars in her galaxy, or to the British Empire of one of the richest provinces in the Dominion of Canada, now known as British Columbia.

The eventual settlement of this dispute fixed the 49th parallel as the boundary line between the Stars and Stripes, and the Union Jack with the superimposed Maple Leaf. The enmities and bitter feelings have long since disappeared, and on both sides of that now almost obliterated line of demarcation a united people commercially, from the southern line of Oregon to the Arctic

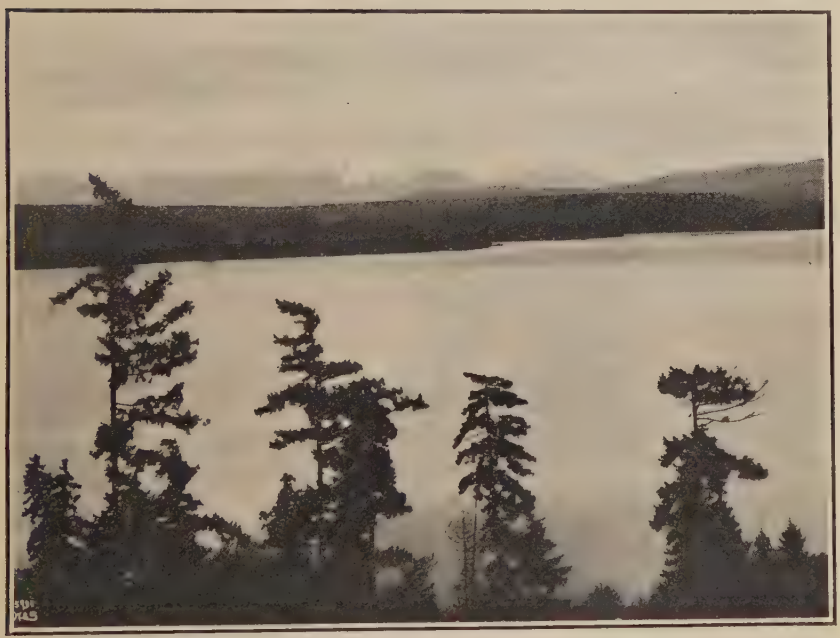


Photo by Webster & Stevens

*The Cascade Mountains Across Lake Washington. A Scenic Fairyland and Sportsman's Paradise.*

Ocean, are building up that part of the Western hemisphere which is destined to become the greatest commercial distributing point of the world, and of which Puget Sound is its greatest outlet, and Seattle its metropolis.

It is only within a few years that the people of the Eastern States, and of the world in general, have realized what a wealth of scenery, what great natural resources and hidden treasures, are contained in this section of the

country, and what rich returns for industry, energy and brains are revealed in the magnificent progress of the States of Oregon, Washington and Idaho; the Province of British Columbia, and our new-old possession Alaska. Here, commercially and socially, we are creating new spheres for the investor, and congenial surroundings for the homeseeker, and the nation is just beginning to realize the existing conditions,—that in the great Pacific Northwest life is well worth the living; a competency may be earned in a few years, and, surrounded by nature's most wonderful scenic marvels; with climatic conditions unsurpassed in the world; the purest air and the brightest sunshine: the ideal conditions for happiness and comfort are here found.

Photo by Webster & Stevens

*The Bathing Beach at Alki Point.*

Historically, this seacoast can boast of an acquaintance with navigators almost as ancient as that of any other section of the Western hemisphere, dating back at least to the early part of the 16th Century, when Ulloa, Cabrillo and Ferelo cruised north at various times from Lower California, which seems to have been a sort of headquarters for the old Spanish navigators. The latter of the three reached the mouth of the Columbia River in 1542. In 1592 Juan de Fuca entered and explored the straits which now bear his

Photo by Webster & Stevens

*"Seattle, 1882."*

Photo by Webster & Stevens.

*Rainier—The Noblest Mountain of Them All.*

name, and which lead to Puget Sound and the Gulf of Georgia. Dutch navigators sailed around the Horn and explored the Coast Line as far north as the northern end of Vancouver Island early in the 17th Century, but it was not until 1774 that we have any record of extensive explorations having been made as far north as the 54th parallel. Capt. Cook cruised along the coast well towards 1800, as did Hanna, Portlock, Dickson and traders from Bombay, Calcutta and other Oriental ports. Traces of Chinese and Japanese expeditions have been discovered on this coast, and anthropologists consider that there is little doubt that the Indians who inhabited this section were Mongoloids who immigrated across Bering Strait from Asia. There is much evidence to warrant this belief.

The first voyages from the United States were those of the ship Columbia and sloop Washington; Robert Gray and John Kendrick, commanders. Authentic records show that they discovered and explored Vancouver Island in 1790. None of these explorations, however, seem to have left us any lasting evidence, until that of Capt. Vancouver, an Englishman, who, during the year 1791, made important explorations through the Strait of Juan de Fuca, and the Puget Sound region. He named Vancouver Island for himself. Puget Sound

*In Seattle's Fashionable Shopping District.*

Photo by Webster & Stevens.

*Western Washington Forest Giants Awaiting the Slaughter.*

and Mt. Baker were named for two of his lieutenants. Mt. Rainier was named for his old friend and commander, a British admiral. Not forgetting the sovereign who sent him out, he named for him the body of water which receives the mighty Fraser River,—the Gulf of Georgia.

All of these explorers carried back to civilization news of the wonderful riches to be found in this territory, and the trade in furs caused the organization of a number of fur companies in Great Britain and America. The greatest of these was the Hudson's Bay Company, of which Sir Alexander McKenzie was a member. McKenzie's trip across the continent in 1792 is believed to have been the first overland trip made by a white man to the Pacific Coast.

His discoveries at that time were of great importance and were afterwards of material benefit to the British in their settlement and holding of their portion of the Pacific Northwest. His advice to his government was urgently in favor of an expedition which should be sufficiently strong to explore and forever hold all of that territory lying north of the then Mexican line, as a British possession.

It is a far cry from the day of these early explorers to the present day, when the development of the Pacific Northwest has been such that great iron highways span the continent and have made possible, as nothing else could, a close connection between the Atlantic and Pacific seaboards, and what has hitherto been regarded as a far-away and almost inaccessible land is now within easy reach.

When the traveler has journeyed across the Rocky Mountains, with their awe-inspiring gorges, their marvelous rock formations, and their rich colorings;

Photo by Webster & Stevens.

*Such Rafts as This Can Be Seen on Any Pacific Northwest Waters.*

when he has viewed Columbia River, with its long stretches of placid waters suddenly leaping into foaming cascades and swift torrents, its fleet of fishing boats, and its great salmon canneries; when he has seen the mighty Fraser River, choked with millions of logs cut from the great fir forests of British Columbia; when the blue depths of Puget Sound, that immense inland sea, with its countless islands, harbors and bays, dawns upon his vision, and when the splendid cities of Seattle, Tacoma, Portland, Vancouver and Victoria meet his astonished gaze,

he realizes for the first time that the younger states of the Union are rapidly gaining for themselves the position in the Commercial World which those of older growth have hitherto held unchallenged.

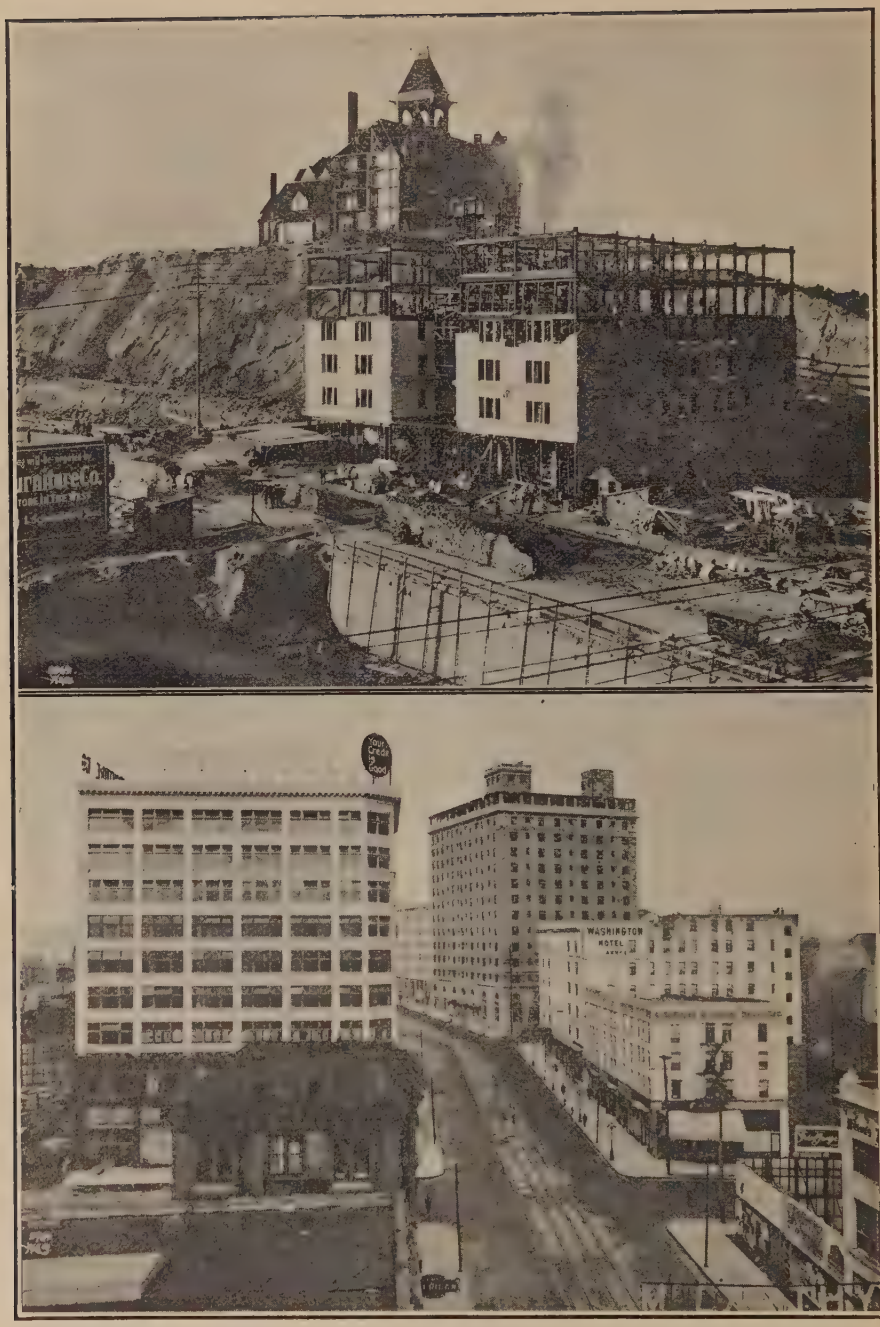
Since the geography of the Pacific Northwest first became known, the fact has been recognized that the Puget Sound country holds the key to the trade of the wide Pacific. While this country has been in the possession of the United States for more than a century, it was little appreciated and almost entirely

Photo by Webster & Stevens.

*Denny Hill—Old Hotel Washington, 1907.*

neglected until the coming of the present generation. It is only within the past twenty-five years that the real development of its wonderful resources has begun, and it is little more than ten years since the eyes of the world have been opened to the grand possibilities of its future development.

This is a great country. It is vast in extent, rich in resources and full of promise. It has a wonderfully fertile and productive soil. It holds the world's




*The Upper Picture Shows a Part of Denny Hill Demolished and New Buildings Being Constructed. The Lower Picture Shows the Same Spot Two Years Later—1909.*

greatest forests of valuable timber, extensive deposits of useful minerals, the greatest fisheries in the world, mighty rivers, lakes and inland seas, and the grandest mountain scenery upon the American continent.

* * * * *

Fifty years ago a handful of hardy pioneers drifted North from the Columbia River section, and after exploring the wooded hills and slopes of Puget Sound in search of a restful place for a future home, they finally settled on the Northern side of one of the most beautiful bays in this whole Sound country, which they named Elliott Bay. Then was founded the colony which afterwards became Seattle—the Wonder City of the World. These early settlers were not planning a city. They were merely looking for a spot where they could live the life of their choice in peace and plenty.

*In Woodland Park.*

Photo by Webster & Stevens.

*Puget Sound from Kinnear Park.*

The hills back of the settlement added to their enjoyment, as did the magnificent Olympics far over the blue depths of Puget Sound to the West. Of space, they had plenty for their needs. Hills did not bother them in the least, and they had no thought of what trouble these hills might cause

Photo by Webster & Stevens.

*Ravenna Park.*

Seattle is only a little over fifty years of age, and is still a resident of the place which he has seen grow up.

In 1882 Seattle welcomed Henry Villard, who had built the Northern Pacific Railway, and the first transcontinental train over the road marked the beginning of the city as a metropolis. By this time the hills behind the early pioneer settlement were covered with future generations. Cabin homes, a saw mill, a school, a church, two or three general stores sprung up, and to their minds the town was completed, but the trend of Empire and Horace Greely's advice "Go West" interfered with these peaceful plans, and the pioneer settlement began to grow. A few skirmishes with the Indians and one rather serious fight finally settled the question of the supremacy of the white man, and, with these exceptions, very little occurred to mark the passing of the years, except the gradual increase in population for the first twenty years of the history of the little settlement. Afterward, events crowded one upon another, and the population of Seattle increased, until in 1878 the town was so spread out that even a mile from the original settlement houses and gardens could be found in the wooded wilderness. Logging camps, saw mills and other enterprises had been built and established, and the foundation for a large city had been laid. Seattle today has a population of over 300,000 people, and yet the first white boy born in what is known as

Photo by Stevens & Webster.

*A Tangled Mass of Beauty in Madrona Park.*

houses, and streets and avenues had been built, tier on tier, up and down the hill sides, and the citizens of Seattle began to realize for the first time that if they were to have a world-city they would have to emulate Imperial Rome and build upon the hills. From this time on Seattle's growth has been a marvelous succession of leaps and bounds. When it is considered that twenty-five years ago the site of the great metropolis of the Pacific Northwest was little more than a frontier logging and saw mill settlement, it seems impossible for the human mind to grasp the fact that Seattle as she stands today is not an "Alladinesque dream." Within the past ten years Seattle has overtaken and far distanced Los Angeles, Portland and Tacoma, and is hard pressing San Francisco for first place commercially and financially on the Pacific Coast.

Photo by Webster & Stevens.

*Lincoln High School and Broadway High School. Typical Seattle School Buildings.*

*Alaska Building—Home of Scandinavian American Bank.*

The attention of the whole world was attracted to Seattle and Alaska in July, 1897, when the first Klondike steamer landed at Seattle with $800,000 of Alaskan Gold. Every returning boat since that day has added to the world's supply of the yellow metal, until the product of Klondike and Alaska mines received in Seattle in the last ten years has reached the magnificent sum of $185,000,000.

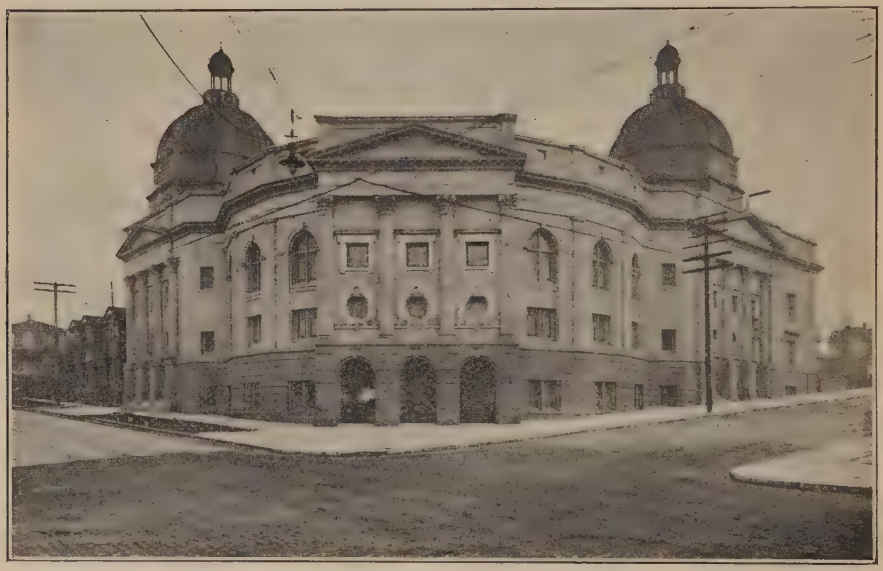
The recent rapid development of Seattle is intimately connected with the modern history of Alaska. Northern gold has done much to build up Seattle, and to fill the vaults of her banks, and Seattle business men, transportation companies, newspapers and magazines have done much to exploit the resources and to encourage the development of Alaska.

With the discovery of gold in the Klondike came the realization that Seattle had to control the Alaska business. The business men of the city went after this control, and they got it, although the fight for the Alaskan business against Portland, Tacoma and San Francisco was the strongest commercial fight the Pacific Coast has ever known. Seattle has retained it to this day, with no question as to the possible loss to the city of the commercial possibilities which the great Alaskan Territory has offered up to them. The Alaska trade has developed in Seattle perhaps more than anything else that evidence of civic pride which is generally known as "Seattle Spirit." The development of Seattle, and its wonderful progress today, as well as its magnificent promise for the future, is due to nothing more or less than this much-derided "Seattle Spirit." The people of the Pacific Coast, from San Diego to the Arctic Circle, know and admire and are jealous of that spirit. It is of the city and for the city, and the most remarkable part of it is that it does not take the new Seattle citizen many days to become thoroughly imbued with this wonderful "Seattle Spirit" which has made the city a metropolis.

The enterprise of Seattle's business men is recognized throughout the world as a guarantee of the future of the city. Seattle has never been confronted with collapses of organized corporations and she has never been a one man's city. Her commercial and manufacturing interests have been built upon safe investments, because the opportunities of such investments and sure enlargements and expansion has ever been present, giving her a community of interests, individualized, yet interdependent, putting all alike on the metal of the man or men who have embarked in these enterprises. It has been a case of brain and brawn, honesty of purpose and ability to master any emergency, with "Success" the

eternal slogan. The City of Seattle is peopled, as is the whole State of Washington, with the best brains and blood from our Eastern states, and from foreign countries. Here men and women execute what they attempt, and they attempt only what can be executed.

Seattle has grown so rapidly in population and expanded so phenomenally on commercial and industrial lines that the city has not been able to keep pace in providing public improvements. At the same time



*First Presbyterian Church.* Photo by Webster & Stevens

the wide extensions of her markets are just beginning to receive the attention the subject demands. Although wonderful tasks have been accomplished in many particulars, the consumation of still more stupendous undertakings of vital importance to the future welfare of the metropolis are now oc-

Photo by Webster & Stevens

*Seattle Public Library.*

cupying the attention and energies of the public. While it is true that there are a large number of immensely important development projects being forwarded by various corporations, large and small, there are now in contemplation and begun great projects of unusual import, requiring the expenditure of many millions of dollars, which speak eloquently of the faith the whole country has in the future destiny of this city and section, and which will contribute to the unlimited expansion, general prosperity and commercial influence of the city, until it has reached world-wide extent.

Photo by Webster & Stevens

*St. James' Roman Catholic Cathedral.*

When in the City of Seattle a natural barrier seems in the way of her development, considerations of personal property ownership are waived in the desire to do the greatest good for the civic betterment of the city. This fact is best demonstrated to visitors by an inspection of what is without question a greater exhibit than can be found in the Exposition grounds. This is to be seen in the wonderful regrade work being done in various sections of the city. Towards the Northern end of the business district of the city some three years ago there was a hill 300 to 400 feet high, at least two miles long, and considerably over a mile wide.

This elevation of land, known as Denny Hill, stood in the way of the further progress Northward of the business district. Accordingly, the property owners got together, and although the hill was covered with magnificent residences, and on its highest spot stood a half million dollar hotel, it was promptly decided that the hill should be removed. Today traces of the hill are still to be found, but these are rapidly disappearing, and millions of tons of earth which once formed Denny Hill are being and have been sluiced into the bay, while other millions are being carted away to fill up uneven spots in the surface of the city which yet lack attention. Competent engineers have declared this to be the largest regrade enterprise the world has ever known or seen.

Photo by Webster & Stevens

*Empire Building, Madison Street and Second Avenue.*

Today, on what was once a party of Denny Hill, broad streets and avenues, beautifully paved and brilliantly lighted, are lined with some of the most magnificent structures in the city. Among these beautiful buildings are to be found the most magnificent hotels on the Pacific Coast, the finest theatre west of Chicago, and many of the most fashionable shops and stores. Other streets are rapidly being pushed through,

and as fast as graded they are paved and lighted, and the demand for space for more new buildings of what the Seattle Building Department term "The Class A Type" is greater than the available space leveled by the regrade contractors, although they work both day and night at the washing away of the remnants of Denny Hill.

Seattle, situated on her many hills, has presented difficult problems in city building, and these have required the greatest skill and the most faithful service. In this respect it has been Seattle's great fortune to have faithful, capable and honest city officers. More particularly can the city congratulate herself on having had for some time past a man at the head of her mighty engineering

Photo by Webster & Stevens

*Seattle National Bank Building.*

problems who has given years of his life in building a safe plan for all of Seattle's great public necessities. City Engineer Thomson has always kept in mind the fact that a still greater Seattle is to follow, and his master mind and ceaseless devotion to duty has been one of the chief causes of the laying of a matchless foundation for future civic greatness upon which all of Seattle's citizens feel safe in building.

Nor has any other city in the world been more fortunate than Seattle in the selection of her city officials. The present Mayor, John F. Miller, is the

Photo by Webster & Stevens

*First Avenue Looking North from Pioneer Square.*

man upon whom the greatest responsibility rests. That he is a capable, honest, and a public-spirited citizen need not be repeated here, in view of the fact that his fellow-citizens chose him as their civic head during this, Seattle's greatest year. An able and capable City Council, and a Board of Public

Photo by Webster & Stevens

*United States Post Office and Custom House. Post-Intelligencer Building and White Building to the Left.*

Works, whose collective and individual business integrity is well known, add greatly to the proper conduct of the municipal business. The question of "graft" is never raised in Seattle against her city officials, and she is a well-governed city, run by public servants who believe that proper business principles are as applicable to public affairs and the proper conduct of a city as they are to private corporations.

Photo by Webster & Stevens

*The Union Depot, King Street.*

A brief mention of some of the great public works accomlished by the management of the corporation of Seattle will perhaps be interesting at this point. On January 1st, 1909, Seattle had 500 miles of graded streets, and over 1,000 miles of concrete sidewalks, which had cost the city considerably over $12,000,000. Over 150 miles of these streets are paved with hard surface pavement, and about 100 miles are paved with wood. The city has spent on this street paving alone about $7,000,000. Almost $5,000,000 have been spent for sewers, of which there are more than 250 miles. Seattle's water supply is not surpassed in the world. It is in excess at the present time of 25,000,000 gallons per day, and finds its head over 30 miles away from the city in the foothills of the Cascade Mountains. An additional pipe line will

Photo by Webster & Stevens

*Leaving for Alaska. An Every-Day Scene on the Water Front.*

Photo by Webster & Stevens

*Pike Street East from Second Avenue.*

shortly be completed, which will bring the total daily supply to 75,000,000 gallons. Storage reservoirs, completed and under construction, have a combined capacity of over 200,000,000 gallons. Seattle's city lighting plant is another matter of great pride to the city. It has been a mighty factor in the general development of Seattle, and it has in connection with it the possibility of the development in the same system of 35,000 horse power of electrical energy. The new cluster lighting on First, Second and Third Avenues alone has cost the city over $150,000. The great regrade project will, when completed, show an expenditure of nearly $50,000,000, a greater portion of which has already been paid for.

So it is on all sides—when Seattle or her citizens want anything done for the betterment of the town they go at it and do it. Their faith in the future of the city is so great, and their interest and their work for the city's benefit is so vast, that they know nothing of the word "wait," and still less of the word "fail."

One has but to look at Seattle's fine buildings, some of her mighty manufacturing plants, the great transportation companies, banking houses, newspapers and general commercial and industrial enterprises, in

Photo by Webster & Stevens

*Siwash Indian Woman Selling Baskets on a Street Corner.*

order to realize that Seattle today, in her business life, stands on the shoulders of giants in finance; men of acute minds and great business ability; men by whose hands and brains the foundation of a great city is being laid safely. The educational and religious side of life within the city proves that business men have been prosperous, and that they live not alone for the greed of gold.

*Where Rail and Sail Meet.*

Photo by Webster & Stevens

This is made very plain by the magnificent temples of worship and education that dot the city in many, many places.

Within the limits of Greater Seattle are about 200 churches and church societies, representing the number of religious beliefs that are usually found in a progressive city. The population is cosmopolitan and there are people from

all parts of the globe, many of who do not have well settled religious beliefs, but who are, nevertheless, liberal supporters of all movements that serve to improve the moral and intellectual tone of the city. All of the leading fraternal institutions have organizations and visiting lodge members are always accorded a hearty welcome.

Much has been said about Seattle's climate, and much can be said which is practically new to those who have never been here or who have not spent more than a week or two in the Puget Sound section. In the Eastern States the belief is quite prevalent that Seattle and her port are frozen up for a greater portion of the Winter months, and even those who know that this is an erroneous impression believe that what Seattle terms her "rainy season is a season of constant down pour. The truth about Seattle's climate is hard to believe. Geographically, her situation is as far North as that of the Southern coast of Lab-

Photo by Webster & Stevens

*United States Navy Yard, at Bremerton, Puget Sound.*

rador, but her climate is to be compared only with that of some of the Southern Atlantic States. Owing to the topography of the country, with its plateaus of varying elevation, its wide valleys and high mountain ranges, there is a great diversity of climate, which includes nearly every variety known in the temperate zone. There are no extremes of heat or cold. The summers are cool and the winters are mild, with almost no snow, except that seen in the distance on the mountain ranges which surround the city.

While Seattle's Winter Season is called the "Rainy Season," yet it must not be construed that there are no sunny days in the winter, nor must it be thought that the summer is a period of drouth. The precipitation during the winter months is not heavy, and the annual precipitation of rain in Seattle is less than that of New York City or San Francisco.

Statistics as to the death rate in Seattle prove that it is smaller in proportion to her population than in any other city in the United States. Her people are a healthy race, and her climate is such as to guarantee a continuance of this great blessing.

Seattle's Park and Boulevard system is a notable one. It has been developed under Olmstead, one of the greatest of landscape architects. From Pioneer Square with its celebrated Totem Pole to the outskirts of the city in every direction are Parks and Boulevards where nature has had to receive very little assistance in the proper development of Breathing Spots and Play Grounds for the people. Seattle's great shore front on Puget Sound, with its many bathing beaches of salt water, as well as her beaches on the front of Lake Washington, cannot be duplicated by any city in the world. Many parks are located in the heart of the city, and the Boulevards constructed and under contemplation around Lake Union and Green Lake will be perfect Avenues of their type. These lakes themselves add much to the beauty of the city, and are not to be confused with the ordinary artificial lake found in some of our Eastern cities. Lake Union covers 900 acres and Green Lake is 300 acres in extent. They are large bodies of water of great depth, surrounded by magnificent residences, much luxuriant foliage, and many beautiful fir trees of the type so prevalent in the Pacific Northwest.

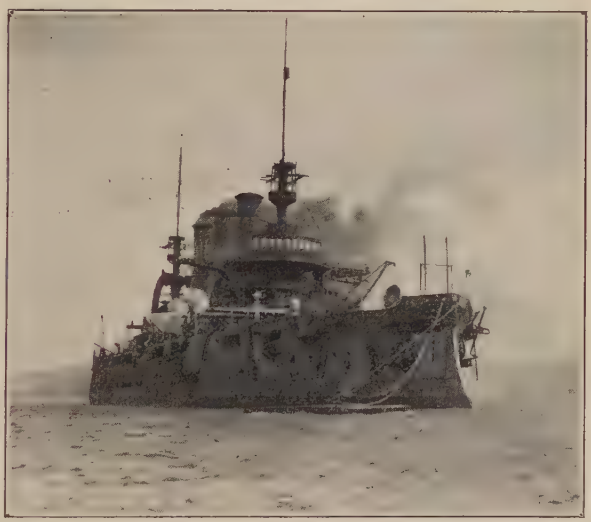


Photo by Webster & Stevens

*U. S. Battleship "Nebraska." Built by "Moran's" in Seattle.*

From the harbor to the summits of her hills, Seattle is a succession of scenic street terraces that only cable cars can directly travel and serve; north and south the topography is more pacific, or is being graded thereto, and brought

*The Central Building*
*Home of the Trustee Company*
*Third Avenue, between Marion and Columbia Sts.*

within electric general transportation. Western, First and Second Avenues coastwise have successfully reigned as the main commercial strands, but although brilliantly still holding their own, within three years, Third, Fourth and even Fifth Avenues have developed amazingly. Third Avenue, seemingly within a night, has duplicated the finish of Second, outvies any exhibit that the exposition can possibly show. It is a new Swath from Yesler triangle to reminiscent Denny Hill at graceful grade, curbed, paved, cement-walked, and lined with sky-scrapers, the new permanent postoffice, hotels, etc. At night, First, Second and Third Avenues are dazzlingly illuminated by eight lamp posts in every block, each post supporting a pyramid of five electric lights., and they present a scene that is not paralleled in either Chicago or New York—despite their size and wealth. In a word, Seattle is the modern marvel of magical city possibilities.

Transportation facilities alone have been needed to give Seattle the Oriental trade. She now has that transportation in abundance, and by leaps and bounds our Pacific trade is growing at a rate unparalleled in history. Sixty-four years ago, at St. Louis, Thomas H. Benton predicted the course that this trade would follow, and his words were regarded as the utterances of a dreamer. His propehcy has been fulfilled, and today the prophecy that ultimately the site of the world's commerce, of wealth and civilization, will be centered in the Pacific Northwest is much more likely of fulfillment than was Benton's prophecy in 1844.

Seattle occupies a unique position, being situated upon the shortest route of travel and transportation between the Eastern States and the countries of the Orient and Alaska, at the point where the transcontinental railroads from the East, and South, and the Middle West, meet the ships of the world in the large and growing commerce of the Pacific Ocean. This fact gives her natural advantages possessed by no other city in the world.

Located upon an arm of Puget Sound which forms an extensive deep water harbor, perfectly protected from storm and accessible to the largest vessels that float at all times and all stages of the tide, Seattle has become the American port of a number of the principal steamship lines operating upon the Pacific Ocean, and the home port of some of the greatest freight carriers of the world. It is also a home port of a very large fleet of coastwise steamers which are operated in its trade with Alaska, Oregon, California, and the Puget Sound ports.

All of the transcontinental Railway Lines which reach the states of the Pacific Northwest have their terminals in Seattle. The Great Northern and

Photo by Webster & Stevens

*The Great Moran Shipbuilding Yards.*

Northern Pacific Systems have enlarged and completed their extensive new terminals, including a commodious Union Passenger Station. The Canadian Pacific, Union Pacific, and the Burlington systems reach the city over the tracks of other roads. The Chicago, Milwaukee & St. Paul has completed its transcontinental extension to Seattle. The Union Pacific is building to the city, and has plans here for the most extensive terminals on the Pacific Coast. The North Coast Railroad is seeking an entrance to Seattle, and the Canadian Pacific is expected soon to construct its own line to this port.

Flour and wheat from the West and Middle West States, cotton from the South, iron from Birmingham and Pittsburg, agricultural implements from Ohio, Indiana and Illinois, locomotives from New Jersey, lumber from the forests of Washington and a thousand other products of our farms, mills, factories and forests come to Seattle for shipment to Australia, the Orient, Alaska and South Sea Islands and the countries of Europe and Africa, while tea, coffee, sugar, silk, mattings, copra, spices, wool, hides, manila, jute and many other products of those countries come to her gates for distribution among the eighty-eight mil-

lion consumers of the United States. Seattle is the real "gateway to the Orient," and everything that passes through her harbor adds something to the material welfare of the city.

The city of Seattle has many great resources behind her which will contribute very largely to her growth, wealth and business prosperity in the future. The development of these resources has only begun, and the field is still largely unoccupied. Many important lines of business are as yet entirely open to enterprising men who wish to employ their energies and capital in the pleasing and profitable undertaking of building a new commercial and industrial empire in the Pacific Northwest.

Photo by Webster & Stevens

*A Seattle Boulevard.*

The Real Estate situation in Seattle is probably the most interesting and most talked of of any phase of conditions in the city. Sharing as she does in the unprecedented general prosperity of the Pacific Northwest there are many distinctive reasons peculiar to the city to account for the realty situation and for what the new arrival in Seattle chooses to call "high prices" before he has thoroughly investigated existing conditions. He usually overlooks the fact that Seattle is the gateway to the Orient, and offers opportunities for Ocean travel to the Wonderful East, and the mysterious and fabulously wealthy land of the North, and is herself the center of a scenic and sporting country unequaled in the world, drawing annually an army of from 75,000 to 100,000 tourists to the city,—luring them back in greater numbers each year, and ultimately inducing thousands of them to make their permanent homes here.

A greater proportion of the residents of Seattle own their own homes than in any other city in the country, and it can be truthfully said that these homes

*Second Avenue Looking North from Yesler Way.*

are also of a better class than are usually found in the large cities. This home owning makes for public interests, civic pride, progress, and good government.

So solid and conservative is the foundation of the city's growth and development that property values must inevitably rise toward yet higher levels for there is no other country on earth that offers more opportunities to the home seeker and investor. So long as there is but one great Pacific Northwest upon whose metropolis the eyes of the world are fixed as a distributing center of America's greatest

*The Arctic Club Building.*

undeveloped commercial opportunities which are in the Pacific lands and beyond, just so long will the city continue to grow, and its property enhance in true substantial value.

There are over 100,000 adult wage earners in the city of Seattle today. The salaries paid to workers in her 300 manufacturing plants run into many millions annually. The location of the city at a point where she receives tribute from every section of the great Northwest which is experiencing such stupendous

development of its virgin resources and is supporting constantly increasing thousands of inhabitants, cannot be duplicated anywhere in the world. These thousands and tens of thousands turn to Seattle for their supplies and send to this city products running into hundreds of millions of dollars in value.

The state of Washington is a rich and productive section with resources sufficient to support many times the population she now has. Today her population is about 1,500,000, and with the present rate of development of her great natural resources, her broad acres of wheat, her countless orchards, her fishing and mining industries and the great lumbering business of Western Washington, it is safe to say that with the consequent increase of population the state will contain over 3,000,000 people within the next ten years. When that time comes it will be found that more than 1,000,000 of them will be residents of SEATTLE, THE WONDER CITY OF THE WORLD.

Photo by Webster & Stevens

*Pioneer Square, and the Far-Famed Totem Pole.*

# GUIDE TO THE CITY OF SEATTLE.

**Banks, Buildings, Churches, Societies, Parks and Points of Interest and How to Reach Them**

## BANK AND TRUST COMPANIES.

American Savings Bank & Trust Co., 926 2nd Ave.
Bank of California, The, 801 2nd Ave.
Bank for Savings, The, 1301 1st Ave.
Canadiam Bank of Commerce, 2nd and James St.
Dexter Horton & Co., 2nd and Cherry.
First National Bank., cor 1st & Yesler.
German American Bank, Central Bldg.
Mercantile Natl. Bank, 4th and Union.
Natl. Bank of Commerce, 2d & Cherry.
Northern Bank & Trust Co., Pike and Westlake.
N. W. Trust & Safe Deposit Co., 1st and Columbia.
Perkins, Wm. D. & Co., 211 Cherry.
Puget Sound Natl. Bank, 1st & James.
Scandinavian American Bank, Alaska Bldg.
Seattle Natl. Bank, 2nd and Columbia.
State Bank of Seattle, The, 1st S. and Yesler.
Trustee Co. of Seattle, The, Central Bldg.
Union Savings & Trust Co., 2nd and Cherry.
Washington Trust Co., The, 1001 1st.

## BLOCKS AND BUILDINGS.

Alaska Bldg., 2d and Cherry.
American Bank Bldg., 2d and Madison.
Arcade Bldg., 2d Ave. cor. Univ. St.
Armory, 1820 Terry Ave.
Bailey Blk., 2nd and Cherry.
Boston Blk., 2d and Columbia.
Burke Bldg., 2d and Marion.
Central Bldg., 3d Ave., Marion to Columbia.
Cobb Bldg., cor. 4th Ave. and Univ. St.
Colman Blk., 1st Ave., cor. Marion.
Empire Bldg., 2d and Madison.
Federal Bldg., 3d and Union.
Globe Bldg., N.W. cor 1st and Madison.
Haller Bldg., 2d and Columbia.
Henry Bldg., 4th Ave., bet. Union and University.
Hinckley Bldg., 2d and Columbia.
Leary Bldg., 2d and Madison.
Lumber Exchange Bldg., 2d & Seneca.
Lowman Bldg., 1st and Cherry.
Maynard Bldg., N. W. cor 1st So. and Washington.
Mehlhorn Blk., 2d Ave., cor. Columbia
New York Blk., 2d and Cherry.
Pioneer Bldg., cor. 1st Ave. and James.
People's Sav. Bank Bldg., 2d and Pike.
Post Office, 3rd Ave. and Union.
Seattle Nat'l Bank Bldg., N. E. cor. 2d and Columbia.
Sullivan Block, 710 1st Ave.
Telephone Bldg., 1108 3d Ave.
Times Bldg., 1400 2d Ave., cor Union.
Washington Bldg., 705 1st Ave.
White Bldg., cor. 4th and Union.

## OVERLAND AND LOCAL RAILWAY OFFICES.

Canadian Pacific—609 1st Ave.
Columbia & Puget Sound Ry.—Pier B.
Erie Ry. Co.—Alaska Bldg.
Grand Trunk Ry. Co.—405 Central Bldg.
Great Northern Depot—King St.
Great Northern Ticket Office—2d and Columbia.
New York Central Lines—612 1st Ave.
Northern Pacific Depot—King St.
Oregon R. R. & Nav. Co.—608 1st Ave.
Oregon Short Line—608 1st Ave.
Southern Pacific Ry.—608 1st Ave.
Union Pacific Ry.—608 1st Ove.
Burlington Route—109 Yesler Way.
C., M. & St. P.—517 2d Ave.
Wisconsin Central—103 Yesler Way.
White Pass & Yukon—Colman Bldg.
Puget Sound Electric Co.—Ticket Office, 151 Yesler.
Chicago & Northwestern—720 2d Ave.

## STEAMSHIP OFFICES.

Alaska Coast Line—608 1st Ave.
Alaska Pacific S. S. Co.—608 1st Ave.
Alaska S. S. Co.—702 1st Ave.
Cook & Co.—Pier 14, ft. of Broad St.
Canadian Pacific—609 1st Ave.
Globe Nav. Co.—Globe Bldg.
Inland Nav. Co.—Pier 3.
Inland Transportation Co.—Pier 3.
Nippon Yusen Kaisha—King St. Sta.
North American Transportation and Trading Co.—607 1st Ave.
Northern Navigation Co.—89 Marion st.
Northwestern Commercial Co.—Pier 8.

# Butler Hotel

COMMERCIAL AND BUSINESS MEN'S
HEADQUARTERS

# BUTLER CAFE

THE EPICUREAN RESORT
OF THE PACIFIC COAST

W. G. KING,
Proprietor

SEATTLE, U. S. A.

Northern Commercial & Kosmos Line —89 Marion St.
Pacific Coast S. E. Co.—113 James and Pier B.
Port Orchard Route—Colman Dock.
Puget Sound Nav. Co.—612 1st Ave. and Colman Dock.
Seattle, Everett & Tacoma Nav. Co.—Colman Dock.

### TELEGRAPH OFFICES.

Mackay-Bennett Cable, Postal Telegraph Bldg., 1st Ave.
Western Union, 113 Cherry St.
Wireless Telegraph Co., People's Savings Bank Bldg., 2nd Ave.

### EXPRESS OFFICES.

American, Gt. Northern, United States and Alaska Pacific, 808 Second Ave. and Pier No. 2, Depot Dept.
Wells-Fargo, Northern Pacific and Adams, 1st Ave. and Marion.

### MESSENGER COMPANIES.

American District, Postal Telegraph Bldg., 1st Ave.
National District Telegraph Co., 113 Cherry St.
Montana Messenger Service, 114 Cherry St.

### TELEPHONE COMPANIES.

Sunset Co., Telephone Bldg., 1108 3rd.
Independent, 1307-9 1st Ave.

### DOCKS AND WHARVES FROM NORTH TO SOUTH.

Broad St. Dock, Broad St., Pier 14.
Oriental Dock, Stewart St.
Virginia Str. Dock, Pier 10.
Pier No. 8, Union and Pike.
Arlington Dock, Pier 5, Seneca St.
White Star Dock, Pier 4, Spring St.
Galbraith's Dock, Pier 3, Spring and Madison.
City Landing, Madison St.
Fire Slip, Madison St.
Commercial Dock, Marion St.
Flyer Dock, Marion St.
Ferry Slip, Marion St.
Colman Dock, Columbia St.
Northern Pacific Pier No. 1 and 2, Washington St.
Pacific Coast Co., A and B, Main St.
City Dock, C. H. Lilly, Main St.
Moran's Dry Dock, Charles St.

### CITY OFFICIALS.

Mayor—JOHN F. MILLER.
City Treasurer—W. F. Prosser.
City Attorney—Ellis De Bruller.
City Engineer—R. H. Thomson.
Chief of Police—Irving Ward.
Chief of Fire Department—H. W. Bringhurst.
Port Warden and Harbor Master—A. P. Spaulding.
City Council—H. C. Gill, President; H. W. Carroll, Comptroller; R. L. Warson, Council Clerk; T. S. Winchell, Sergeant-at-Arms.

### FEDERAL OFFICES.

U. S. Assay Office—C. E. Vilas, assayer in charge, 615-17-19 Ninth Ave.

#### Customs House.

Federal Block. Hours: 9:00 to 4:30 p. m. Ross E. Chestnut, deputy

#### River and Harbor Improvement and Defenses of Puget Sound.

Maj. C. W. Kutz, Corps of Engineers, U. S. Army, 602 Burke Bldg.

#### Recruiting Rendezvous.

Recruiting Station U. S. Army, Room 335 Pioneer Bldg., Seattle, Wash.
Navy Recruiting office, rooms 618 and 618 Pacific Blk.

#### Steamboat Inspectors.

Office: Federal Blk. Hours, 9:00 a. m. to 4:00 p. m.

#### Internal Revenue Office.

Room 228 Burke Blk. Hours, 9 to 12 a. m., 1 to 4 p. m.

#### Puget Sound Navy Yard and Battleships

Boats leage pier 2, foot of Yesler Way, 10 times daily. Sundays—First boat from 7:30 and 9:00 and every hour thereafter

#### Land Office.

Seattle District—Office 403-4-5 Pacific Blk. J. Henry Smith, register.

#### Homestead Fees.

On $1.25 class land the entry fees are, for 160 acres, $16; 80 acres, $8; 40 acres, $6.50; payable when application is made.
Final fees: On 160 acres, $6; on 80 acres, $3; on 40 acres, $1.50;

**United States Forest Service**—Snoqualmie National Forest. B. T. Kirkland, Supervisor. Information gladly furnished on application.

#### U. S. Weather Bureau.

Seventh floor Alaska Bldg. Office hours from 8 a. m. to 5 p. m.

### COURTS AND TERMS.

King County Superior Court—Civil, criminal and equity divisions; open daily at Court House, Seattle, from 9:30 a. m. to 12 m., and 2 to 5 p. m.

# Butler Hotel Annex

*Fourth Avenue and Marion Street* SEATTLE, U. S. A.

$1.00 per day up European Plan $2.50 per day up American Plan

*Centrally Located. Magnificent view of Mountains and Puget Sound*

*Direct car line to A.-Y.-P. Exposition.*

*Our representatives with electric "Taxicabs" meet all trains and boats.*

CARLETON GILBERT, Manager.

### POLICE DEPARTMENT.

Headquarters, cor. Yesler Way and 4th Ave. Chief, Irving Ward;

### POSTOFFICE AND MAILS.

G. F. Russell, P. M. General delivery opens 8 a. m. to 9:30 p. m.; Sundays, 9 to 10 a. m. Money order office open 9 a. m. to 9:30 p. m. Lobby always open.

### LIBRARIES AND READING ROOMS.

Seattle Commercial Club, Crown Bldg., 2nd and James.
Chamber of Commerce, Lowman Bldg. Free.
Public, 4th Ave. between Madison and Spring, 9 a. m. to 9 p. m., Sundays
Polk's Directories and Gazetteers, 428 Globe Bldg.

### THEATRES.

Moore Theatre, 2nd and Virginia St.
Grand Opera House, Cherry St.
Seattle Theatre, 3rd and Cherry St.
Lois Theatre, 2nd Ave.
Orpheum, 3rd and James.
Pantages, 2nd Ave. and Seneca.
Star, 1st and Madison.
Lyceum, 2nd Ave. near University St.

### CLUBS.

Arctic Club, 3rd Ave. and Jefferson St.
Seattle Club, Olympus Bldg., 1st Ave.
Country Club (north of City).
troller's office.
Rainier, s.e. cor. 4th Ave. and Marion.
Seattle Athletic, s.w. cor. 4th Ave. and Cherry.
Seattle Commercial Club, Crown Bldg.
University Club, cor. Madison and Boren.

### DIRECTORY OF CHURCHES.

**Baptist:** First Church.
First Swedish, Pine & 9th Ave.
Tabernacle, 15th Ave. N. & Harrison.

**Christian Science:**
First Church of Christ, Scientist,
Plymouth Church, cor. 3rd Ave. & University.
Pilgrim Church, Broadway & Republican St.

**Disciples of Christ:**
First, Broadway & E. Olive, 319 11th Ave. N.
Queen Anne, 1st Ave. W. & Galer.
Green Lake, Sunnyside, 5216 Brooklyn.

**Episcopal:**
St. Mark's Church, Madison St. and Broadway.
St. Clement's Church, 24th Ave. & E. 1st St.
St. James' Church, N. 38th St. and Stone Ave.
All Saints' Church, 47th St. & Brooklyn Ave.
Church of the Epiphany, 34th Ave.

**Friends:**
Friends Church, 23rd Ave. & Spruce.

**Lutheran:**
Holy Trinity English Church, E. Olive & 11th Ave.

**Methodist Episcopal:**
Haven Church, Howard Ave. & John.
First M. E. Church.
Green Lake Church, 65th Ave. and 1st Ave. N.
Queen Anne Church, 5th Ave. W. and Garfield.
Swedish, cor. Boren Ave. & Pine St.
Trinity Church, 1st Ave. N. & Mercer.
Madison St. Church, 23rd Ave. and Madison St.
St. Paul's Church, 21st Ave. and Yesler Way.

**Methodist Episcopal South:**
1059 E. Mercer St.

**Presbyterians:**
1st Church, cor. 7th and Spring.
Queen Anne United, 5th Ave. and Howe St.
Westminster Church, Broadway and Columbia St.
Bethany Church, 1st Ave. N. & Roy.

**Roman Catholic:**
St. James' Cathedral, Marion St., & 8th Ave. Rt. Rev. J. E. O'Dea, Bishop. Information concerning other Roman Catholic Churches can be obtained at the Bishop's Palace adjoining the Cathedral.

**United Presbyterians:**
First Church, 14th Ave. & E. Srping.

**Unitarian:**
Boylston Ave. Church, Boylston Ave. and Olive St.

**Y. M. C. A.:**
4th Ave. and Madison.

**Y. W. C. A.:**
4th Ave. and Seneca St.
First Spiritual Society—At K. of P. Hall, 1431 1st Ave.
Seattle Psychic Society—Meets in Alki Hall Lyceum, 1420 2nd Ave.
Seattle Occult Society—Meets at the Sophical Hall, 1425 4th Ave.
Theosophical Society, 1426 4th Ave.

# Knickerbocker Hotel

*Seventh and Madison, Seattle, U. S. A.*

**Easily reached from all Railway and Steamship Terminals.**

From Steamboat Lines take Madison Street Cars to Seventh Avenue. Cars Stop Directly in Front of Hotel

From Union Depot take any Car Line to Madison Street, Transfer and Leave Car at Seventh Avenue.

**A Beautiful Modern Hotel where the comfort of the guests is the first consideration of the management.**

*RATES:*

*American Plan, - $2.50 and Up*
*European Plan, - $1.50 and Up*

**CHARLES A. CUSHING,**
**Manager**

**LEWIS A. GILLILAND,**
**Asst. Manager**

### HOSPITALS AND HOMES.

City (Free) Dispensary, 5th Ave. and Yesler Way.
Charity Organization Society, 527 New York Blk.
House of Good Shepherd, 413 9th Ave.
King County Hospital, South Seattle.
Lippy or Seattle General Hospital, 5th Ave. near Marion St.
Marine Hospital, office 515 Oriental Bldg.
Minor Hospital, 1420 Spring St.
Providence Hospital, cor. 5th Ave. and Madison St.
St. Luke's Hospital, 122-24 Queen Anne Ave.

### SOCIETIES.
### HEADQUARTERS.

**Seattle hCamber of Commerce, Central Building, Seattle, U. S. A.**

President—H. L. Sizer, of the New York Society.

Secretary—Moncrieffe Cameron, of the New England Society.

### SOCIETIES AND FRATERNAL ORDERS.

MASONIC—Masonic Temple, 2320 1st Ave. All information concerning Masonic societies, lodges and order will be furnished on application at the Temple. There are 15 Blue Lodges, F. A. M.; 2 Chaptems, R. A. M.; a Council, R. & S. M.; a Commandery Knights Templar, as well as a Scottish Rite Consistory.
Nile Temple—A. A. O. N. M. S., is also located in Seattle.
The Eastern Star is strongly represented.
ROYAL ARCANUM. Several strong lodges meeting in Masonic Hall.
FRATERNAL ORDER OF EAGLES—Eagles Hall, 7th and Pine.
W. O. W. Meets Maccabee Temple, 3rd and Pine.
ODD FELLOWS. Strongly represented in Seattle. Meet Carpenters' Hall, 3rd Ave. N. of Pine.
B. P. O. E. Seattle No. 92 meets every Thursday evening, Alaska Bldg.
A. O. U. W. Represented by five or six lodges. Headquarters 1420 7th Ave.
I. O. of R. M. Meets at Maccabee Temple, 4th Ave. and Pine.
K. of P. Meet Pythian Bldg.
G A. R. Strongly represented. Meet Pythian Bldg. Information furnished there.
HUMANE SOCIETY, Rainier-Grand Hotel.
SPANISH-AMERICAN WAR VETERANS. Meet 21st Ave. & Jefferson.

### WASHINGTON LEAGUE OF STATE OFFICERS OF STATE CLUBS.

The following are the clubs represented in the League.

**California** — E. Morganstern, Prest., care Schwabacher Co.; Harry W. Carroll, City Comptroller's Office. Pres., care Schwabacher Co.; Harry W. Carroll, Sec., City Comptroller's office.

**Montana**—M. M. Lyter, Pres., Arcade Annex; George Boos, Sec., Commercial Club.

**Colorado**—Judge George Simmonds,

**Idaho**—Temporary Organization. W. A. Holzheimer, Pres., 537 Burke Bldg.

**North Dakota**—H. W. Bringhurst, Pres., Fire Dept.; James H. Douglas, Sec., 205 Lumber Exch.

**South Dakota**—Temporary Organization. C. Evans, Pres.

**Nebraska**—Nelson Grinsley, Pres., Alaska Bldg.; Harry Wilson, Sec., Lowman Bldg.

**Kansas**—W. M. Byers, Pres.; J. A. Roakes, Sec., 617 Marion Bldg.

**Minnesota**—H. S. Walker, Pres., Arcade; E. M. Farmer, Sec., 609 Burke Bldg.

**Iowa**—Chas. D. Fullem, Pres., Empire Bldg.; W. C. Edwards, Sec., New York Bldg.

**Illinois**—G. M. Savage, Pres., 454 N. Y. Bldg.; Dr. J. C. Ollenbach, Sec., Walker Bldg.

**Wisconsin**—Hackson Silbaugh, Pres., Empire Bldg.; Chas. M. Baxter, Sec., Alaska Bldg.

**Michigan**—S. W. Barker, Pres., 1818 4th Ave.; F. A. Audley, Sec., N. Y. Block.

**Ohio**—George Bailey, Pres., Alaska Bldg.; R. G. Wright, Sec., Mehlhorn

**Pennsylvania**—S. D. Wingate, Pres., Colman Bldg.; J. W. Dolby, Sec., Colman Bldg.

**New York**—H. L. Sizer, Pres., Central Bldg.; H. A. Adams, Sec., Alaska Bldg.

**New England**—James A. Dummett, Pres.; Mancrieffe Cameron, Sec., 321 Central Bldg.

INDIVIDUALITY is found in all our Clothes!

Every Suit 's a date ahead, the man who knows well knows;

The man who knows just comes to us
—we take his fit and measure—
Then wears the Suit we make for him
with comfort and with pleasure!

E. G. EVERETT CO.

Suite 213 Mehlhorn Building

TAILORS

MAIN 1806 PHONES IND. 470

**Indiana**—Hon. John L. Wilson, Pres., "Post-Intelligencer"; Horace Peter, Sec.

**Daughters of the Confederacy**—Mrs.

**Daughters of the Confederacy—Mrs.** W. B. Beals, Pres., 1432 16th Ave.; Mrs. J. W. Hainsworth, Sec., 1625 46th Ave. S. W.

**Confederate Veterans Ass'n**—J. H. Allen, Commander, "The Lincoln"; Col. McMeekin, care Stone & Fisher, Adj. Meet 45 Maynard Bldg.

**Sons of the American Revolution**—Hon. Cornelius H. Hanford, Pres.; Augustus Armstrong, 620 N. Y. Block, Sec.

## WHAT TO SEE IN AND ABOUT SEATTLE.

**Assay Office.**
Receives more gold nuggets than any office in the world.

**Ballard.**
Largest shingle mill in the world.

**Chinese Joss House.**
In Chinatown.

**Fort Lawton.**
Magnolia Bluff—Fort Lawton car.

**Grave of Princess Angeline.**
Lake View Cemetery.

**Steam Shovels and Sluicing.**
Removing Hotel Washington hills.

**Port Blakeley.**
Largest lumber mill in the world.

**Tower, Queen Anne Hill.**
Five hundred and ten feet above sea level.

**State University.**
Finest university grounds for sibe, natural beauty and scenery in the world. Site of the Alaska-Yukon-Pacific Exposition. Take University car on Third Avenue.

**Snoqualmie Falls.**
One hundred feet higher than Niagara Falls: $2,000,000 electric plant.

**Lake Crescent.**
Fisherman's paradise.

**Ferry to West Seattle and Scenic Railroad to Duwamish Head.**
Splendid view of city and sound.

**Shipyards.**
Moran Bros. Co., First Ave. S. and King St., and Port Blakeley shipyards.

**Street Car Rides Through Fine Residence Section.**
Take Madison St. car, James St. car, Broadway and Pike car, Broadway, Capitol Hill and Kinnear Park cars.

**Hood's Canal.**
Scenic excursion along base of Olympic mountains; extends 75 miles inland from Puget Sound; varies from one to five miles in width. Steamer State of Washington leaves 8 a. m. daily except Monday, Colman Dock.

**Ye Olde Curiosity Shop.**
On Colman Dock. Everything from a flea uniform to a whale jawbone.

**Interbay Rope Walks.**
Largest in the world; building 1,400 feet in length.

**Fire Boat.**
Foot of Madison Street.

**Great Northern Docks.**
Largest ocean carriers afloat.

**Alki Point.**
Camping grounds.

### PARKS.

**Athletic Park.**
Twelfth and Yesler.
City Park, South Seattle, 125 acres.

**Denney Park.**
Take Green Lake car on Second Ave.
Denny-Blaine Lake Park, north of Madrona Park.

**Fauntleroy Park.**
On shore of Puget Sound.

**Interlaken Drive.**
Lake Washington and Lake Union.

**Kinnear Park.**
The most magnificent beauty spot in Seattle. On the bluffs. Overlooks the sound. Take Kinnear Park car on First Ave.

**Leschi Park.**
On Lake Washington. Take Yesler Way cable car.

**Lincoln Park.**
Take Capitol Hill car on Third Ave. or Broadway and Pike car on Second Ave. Contains reservoir fountain.

**Luna Park.**
West Seattle.

**Madrona Park.**
On Lake Washington. Take James Street cable car.

**Mercer Island, Across Lake Washington.**
Steamers Cyrene and Xanthus leave from Leschi Park daily on regular trips.

**Military Reservation.**
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**Observatory.**
Galer St. and First Ave.

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Giant trees; site of Alaska-Yukon-Pacific Exposition. Take University car on Third Ave.

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**Washington Park.**
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For each additional passenger, 50c.

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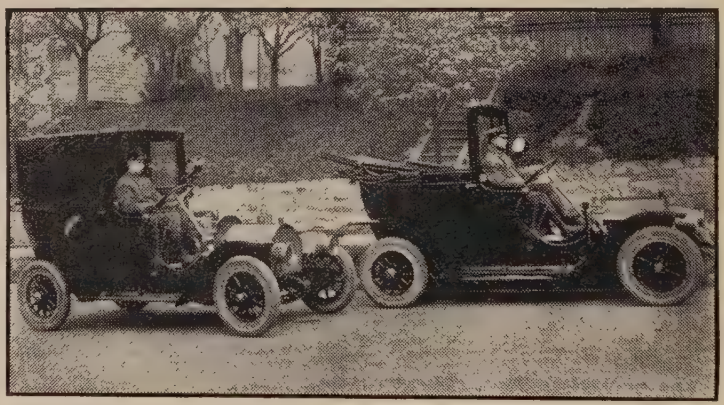

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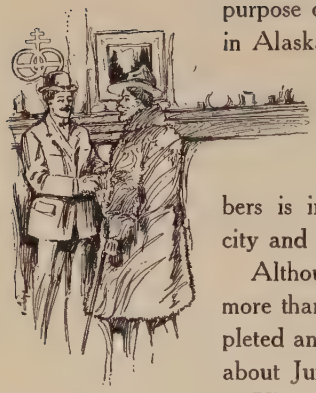
SEATTLE, WASH.

# THE ARCTIC CLUB

ONE OF SEATTLE'S SPLENDID CLUBS.



The Arctic Club is a social organization formed for the purpose of creating a closer union between people of affairs in Alaska and business men in Seattle, and the other cities of the Northwest. It is composed of twelve hundred members, about five hundred of whom are residents of the North, and the remainder chiefly residents of Seattle. In the list of members is included nearly all of the leading citizens of this city and of Alaska and the Yukon.

Although the Arctic Club has been organized but little more than one year its charter membership list has been completed and it will be housed in its home about June 1st.

The new Arctic Club building stands at the corner of Jefferson Street and Third Avenue, having a frontage on Third Avenue of 180 feet and on Jefferson Street of 111 feet. It is seven stories in height, in addition to a fifteen-foot basement. Its cost is in excess of $300,000.

The Arctic Club occupies all of the building above the first floor, which is given over to stores. On the second floor are located the regular club appointments, the reception room, dining room, ladies' room, billiard room, library, smoking room, buffet, etc. The five floors above the club quarters are devoted to living rooms for club members and their guests.

The main reception room of the club is 40x111 feet, affording ample room for entertainments, balls, reunions, etc. It is finished in mahogany with beamed ceilings. The floor is covered with imported rugs made specially for the Arctic Club.

The dining and grill rooms are also finished in mahogany, with beamed ceilings and rich imported tapestries and hangings. They seat two hundred guests.

The furniture and equipment for the club has been selected with the utmost care and at a cost of $125,000. In their making, the factories of three continents have been drawn upon.

The club has not overlooked the ladies in their organization, and one of the main features are ladies' nights. The ladies' reception room is provided with richly hand-carved Oriental furniture and with Oriental tapestries and hangings.

The Arctic Club will be the headquarters in Seattle for the visitors from Alaska and Yukon territory during the Fair.

The officers of the Arctic Club are:

Falcon Joslin, Fairbanks, Alaska.....President
Capt. E. W. Johnston, Nome, Alaska.....1st Vice-Pres.
William Pitt Trimble, Seattle, Wn.....2nd Vice-Pres.
Chas. C. Coulter, Seattle, Wn.....Treasurer
E. A. Von Hasslocher, Seattle, Wn.....Secretary
John W. Troy, Seattle, Wn.....Asst. Secretary
Arthur D. Coulter, Seattle, Wn.
Winfield R. Smith, Seattle, Wn.
Robert W. Jennings, Juneau, Alaska .....Trustees
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TERMS REASONABLE

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Newest Fire-Proof Construction.

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Views from rotunda unsurpassed by any hotel in the town.

First class livery in connection.

Sample rooms. Billiard room.

Dining room seats 125 people.

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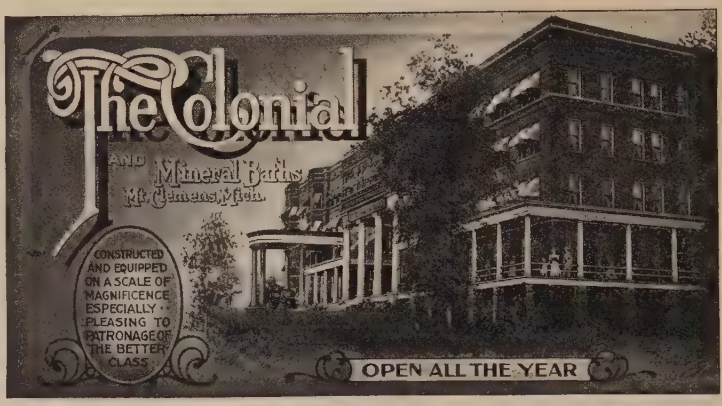
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One block from N. P. Depot

1522½ Pacific Avenue 1519 Commerce Street

J. W. CLARK, Manager

THE M. ROBERT GUGGENHEIM TROPHY:
COST $2,000.00.
MADE BY SHREVE & CO., SILVERSMITHS, SAN FRANCISCO.

The International Automobile Contest for the M. Robert Guggenheim cup, starting June 1st, 1909, from the City Hall, New York, and ends at the Stadium in the A.-Y.-P. Exposition Grounds, is one of the most notable automobile races in the history of the sport. The race will be started by Mayor McClelland of New York, who has been presented with a gold mounted pistol for this purpose by Mr. Guggenheim. The signal for the start will be communicated to the Mayor of New York by President Taft at Washington at the exact instant when the President presses the golden telegraph key that opens the A.-Y.-P. Exposition. Mr. Guggenheim's chief idea in arranging this race and presenting this beautiful trophy to the winner, is to promote and create a further interest in Good Roads. The race will follow the lines laid out by the Thomas Pathfinder Car which arrived in Seattle on May 19th. It is estimated that the time of the race will not be over twenty days.

*"The Spirit of the North"*

# ALASKA

By Robert D. Jones.

"If he had not done it, someone else would." The application of this may in all cases be true, yet we cannot call it charitable. If Columbus had not discovered America, it is pretty safe to say things would be running in the same channels in this great republic today, had the task or fortune of discovery been left to someone else, yet the memory of Columbus wears the laurels, if he himself did not. So it might have been with Alaska had it not been for Peter the Great of Russia and Vitus Bering, a Danish navigator serving in the employ of the Russian Government. It was Bering who discovered Alaska in the year 1741, the culmination of an expedition eight years after its inauguration in St. Petersburg. The successful accomplishment of this work brought laud and honor only to the memory of the discoverer, for he died on the soil he discovered on the eve of its discovery. This is a matter of simple history, accurately told and re-

told in a hundred and one books on the shelves of our libraries; and undoubtedly familiar to every boy and girl who has reached the sixth grade in our public schools.

The old history of Alaska is well known; but, alas, it is of the country as it is today that the world knows so little; and the same condition applies in all things,—the knowledge of the conditions of this generation is neglected in the study of reviews of the past. Most emphatically true is this of Alaska, as even the revised editions of our school geographies treat of the country as it was, or as it was supposed to have been a century ago.

The history of Alaska might be divided into four eras or epochs: its discovery in 1741; the administration of the Russian American Company, dating from its charter in 1788; the purchase by the United States in 1867, and the discovery of gold followed by the stampede in 1898.

The mining of gold was an industry remote from the minds of those in power previous to the American occupation, and the value of the country rested entirely in its production of furs, so as the fur-bearing animals decreased before the annual slaughter, it is little to be wondered at that the value of the country should have accordingly depreciated in the eyes of the Russians. The sale of Russian America (Alaska) was a cause of much rejoicing in Russia; and at St. Petersburg it was recorded as a wonderful triumph.

The act of Congress appropriating $7,200,000.00 for the purchase of the country was greeted in the United States with a feeling of disapproval as strong as was the feeling of satisfaction in Russia resulting from the sale. Russia seemed satisfied with her ownership of this American possession; and considered that the values in furs she had taken during the 126 years of her jurisdiction in the country, added to the purchase price, figured handsomely as the investment of discovery and pioneering, although in aggregate it amounted to less than $18,000,000.00. How ignominiously small these figures appear to the values that the country has produced since its purchase by the United States.

Let us for a moment look at Alaska geographically, and by a few comparisons see what we have.

Alaska, including the Aleutian Islands, extends between the parallels of 173° east and 129° 30′ west longitude, and north and south it extends between the parallels of 54° 20′ and 71° 40′ north latitude. The parallel of latitude which forms the southern boundary of Alaska passes through the north of Ireland and England, touching Germany and passing through the center of Russia. Scotland, Denmark, Norway and Sweden lie entirely north of the parallel, which forms the southern boundary of Alaska. If Alaska were to be stretched

out across the United States it would be found that its extreme eastern boundary would touch the coast of Georgia, its western boundary would touch the shores of Southern California; it would touch Mexico on the south and extend through the United States to Canada on the north. Alaska has a total area of 586,400 square miles, or, comparatively, one-fifth of the area of the United States, and twice the area of Norway and Sweden combined. Less than one third of the area of Alaska lies north of the Arctic Circle, and within its extent from north to south it is only necessary to study its comparisons here made for the reader to realize the variety of climate embraced.

Southeastern Alaska is tempered by the Japan currents, and on the coast the severest winters seldom find the thermometer below zero. Frequently have winters passed in Sitka when the ponds have never frozen, and as strange as it may seem to the layman, tons of artificial ice are shipped to Southeastern Alaska from Seattle every summer.

Alaska has a greater coast line than that of the United States, and if we include the thousands of islands we will find the frontage on the water that would extend completely around the world at the Equator and still leave a strip of about two thousand miles. It has the highest mountains north of Mexico (Mount McKinley 20,500 feet). The Yukon River, which traverses the territory from east to west, is the fifth river in size on the Western Continent.

Alaska is a great country; in fact, that is what its name means in the Innuit language, "Al i as ka," which signifies "the great country," the word Innuit meaning "the great people."

The two great resources of Alaska are minerals and fish, whereas furs are becoming more scarce each year. The fur industry is by no means a small item in the resources of the territory. Lumber and agriculture are industries which are now in a state of rapid development.

Gold seems to be synonymous with Alaska during the few brief periods that the general public can forget to associate this wonderful northland with ice, snow and "frozen barriers." True, there is gold in Alaska, but there are other things there, too, while glaciers and snow do not conclude the inventory.

Statistics are generally dry reading, but I feel that I need offer no apology for introducing the few which follow to give the reader an idea of the magnitude of the wealth of the country which is so misrepresented to the reading public.

The greatest wealth of the country rests in its production of gold, so we will look at a few figures on the subject. Such they are that will make those who derided Seward for allowing Russia to bunco the United States out of $7,200,000.00 for a worthless field of snow and ice, reconsider their bitterness.

*EAST CAPE, SIBERIA*

Copyright 1907 by F. H. Nowell

*SIX LITTLE ARCTIC NATIVES*

Copyright 1904 by F. H. Nowell

Gold has been taken in uncertain quantities from Alaska from the time that it was purchased by the United States, yet we will take the statistics as they have been compiled for the last twenty years, during only half the time of which gold has been mined in the quantities which have classed Alaska as a gold-producing country, not counting the millions of dollars' worth of precious metal taken from the country of which there has been no record made. Gold to the aggregate of $126,000,000 has been taken from the mines of Alaska in the last twenty years. This modest sum, in itself, amounts to fourteen times the value of the country's aggregate resources during the 126 years of Russian possession.

Copper is a metal the development of which in Alaska is in its infancy, but it is undoubtedly destined to eclipse the production of gold by far as soon as the present development renders the mines producers. Five times the purchase price of Alaska has been expended in the development of copper; and in one instance an equivalent sum to that paid to Russia by the United States was paid by the Guggenheims for less than a half interest in a single copper property.

There has been discovered over 1,500 square miles of coal beds in Alaska, which range in grade from the best anthracite to lignite, including excellent qualities of semi-bituminous and bituminous. With the development of these coal fields, the smelters, steamships and other operations will be independent of the "outside" for fuel.

Tin is destined to become one of Alaska's outputs of great importance. Silver is mined to an extent that figures into the resources of the country. Antimony, gypsum, sulphur, cinnabar, bismuth, mica and graphite are counted among the products which are now undergoing development. There are several producing oil wells and the development of petroleum is only a matter of time.

Marble is quarried in Alaska and shipped to Puget Sound for cutting and polishing. The quality of Alaska marble can be seen in the beautiful interiors of the finest buildings of Seattle, San Francisco and Tacoma.

The fisheries of Alaska aggregate an annual value of over $10,000,000. The annual product of salmon alone has averaged in excess of $8,000,000 for the last ten years.

The preceding paragraphs show what the country is worth in actual dollars and cents. They represent a condition which some will not believe, and a condition which some of those who do believe would not care to see if they were to endure the necessary alleged "hardships of the frozen trails."

Tales of Alaska are too often set in a "local color" of mud huts and log cabins, and are too often surrounded with an atmosphere of sourdough and bad

coffee. Such conditions existed, as once existed the scalping Indians where the city of New York now stands. Things have changed in Alaska at a more rapid pace than the pages of history have ever recorded. It is not so, however, that the picturesqueness and beauty of this wonderful country are being sacrificed on the altar of civilization and advancement.

There is no more beautiful country in the world than Alaska; and this fact is making itself most apparent in the annually increasing travel of tourists from all parts of the world, and the unusually beautiful printed matter gotten out by the transportation lines and railroad companies. Stupendously grand are the mountain peaks, which rear their rocky heights to the ethereal blue of the matchless skies.

Great glaciers recede, tier on tier, from the water's edge until the distance draws the veil before them which harmonizes the great vast blue fields of ice with the blue canopy above.

Cascades, fed from the melting snows, dash over the rocks and precipitous cliffs; and, contrasted with the snow and glaciers, green meadows and wooded hillsides offer a variety to the eye well within the range of a single glance.

As in the Swiss Alps, a country that has become famous from the fact that artists have gone there and painted the pictures that have spread the fame of the country before the world, so is it with Alaska. Artists are painting this beautiful country; and its fame, too, is being lain before the world.

There is no frontier in the world that can boast of a more rapid advancement than that of which this country of Alaska boasts.

There are other people in Alaska than the "rough and homeless miner." Refinement pervades the modern homes in every town in the territory. Children are raised in the social and educational environment the same as that to be found in any of our localities on the "outside" where the institution of public schools is at hand.

Beautiful homes are in the most remote sections of the country, and probably no more forceful illustration of the public safety can be cited than that the mail carrier takes safely in the registered mail in the winter, over the trail from Fairbanks to Valdez, gold which frequently amounts to over $100,000 in a single trip.

# VANCOUVER

BRITISH COLUMBIA

## THE TERMINAL CITY

"The Key-Stone of the
Greatest Commercial
Arch Ever Erected."

*Vancouver water front 1887. Arrival of first trans-continental train, Canadian Pacific Railway. Vancouver's entire population is present.*

*Vancouver water front 1909. This picture and the one opposite taken from the same spot—22 years between. More people arrive at this depot and these docks per day than are shown in the opposite picture.*

# VANCOUVER, BRITISH COLUMBIA

Capt. Geo. Vancouver, who explored the Pacific Northwest coast from 1792 to 1795, left an indelible imprint of his notable voyage in the form of geographical nomenclature on all the principal bays, harbors, islands and mountains of this great coast line. Very rarely in the history of the world is it found that the names given by the early explorers to so many places are kept intact in the years following their first discovery and naming.

Vancouver was without doubt the greatest and most thorough of the English explorers who visited this coast, and it is but simple justice that the metropolis of British Columbia, Canada's greatest Maritime Province, should be named in honor of this intrepid pathfinder, of the then unknown waters of the Pacific.

The date of Vancouver's visit to the site of the present city is not known, but it is a self evident fact that he must have visited this spot on account of the name borne by Vancouver's glorious port of entry and harbor. It is recorded that Capt. Vancouver himself called this beautiful bay Burrard Inlet, in honor of his very dear friend, Sir Henry Burrard-Neale.

The southern side of the business portion of the city of Vancouver has its harbor known as False Creek. This was also named by Vancouver on account of an attempted entry, and the finding of an insufficient depth of water.

The city of Vancouver is today the metropolis of the Canadian West, and one of the chief cities of the Pacific Northwest. It is the commercial and industrial center of British Columbia, which, in itself, is the largest Province in the Dominion of Canada.

Vancouver is a city of very recent growth and development. Twenty-five years ago it was a little known struggling fishing hamlet,—merely a collection of huts, with less than five hundred inhabitants, with no hope for the future, and with its few industries gradually drifting away. The site of the city, however, appealed to certain farsighted business men who were behind the Canadian Pacific Railway project, and with the announcement that Vancouver would be the terminal of this great trans-continental artery of trade came an influx of new residents, and in 1886 Vancouver was incorporated as a city.

*Entrance to Burrard Inlet, Vancouver's deep-water harbor.*

*Granville St., looking north to C. P. R. Depot.*

It would be an injustice to the memory of the noble band of pioneers, than whom the pages of history present no finer type of bravery, endurance, probity, enterprise and physical manhood, to pass lightly by their efforts in exploring and settling all that region around the present city of Vancouver, which looks to the city as its commercial capitol. However, the object of this article is not to write history, but to tell the glorious conditions of the present and to lay before the investor, the homeseeker, the tourist and the sportsman what Vancouver offers in their respective lines, and to point out to those who are not acquainted with her future possibilities just what comon sense dictates that these possibilities cannot fail to be.

The year of the incorporation of the city saw its total destruction by fire. Two buildings, neither of any particular importance, were all that were left in the little town, and Vancouver's population of 2,000 people, undeterred by such a disaster, began rebuilding the town on broader lines, and planning for a city.

It is indeed fortunate for the city that the men who planned the earlier days seemed to have grasped a conception of the possibilities and destiny of the new town. They planned for a metropolis and undertook work which men of less intelligent faith than they had would have regarded as inexcusable extravagance. The result, however, has justified their faith, and today the problem constantly presented to the civic authorities is to keep pace with the rapidly grow-

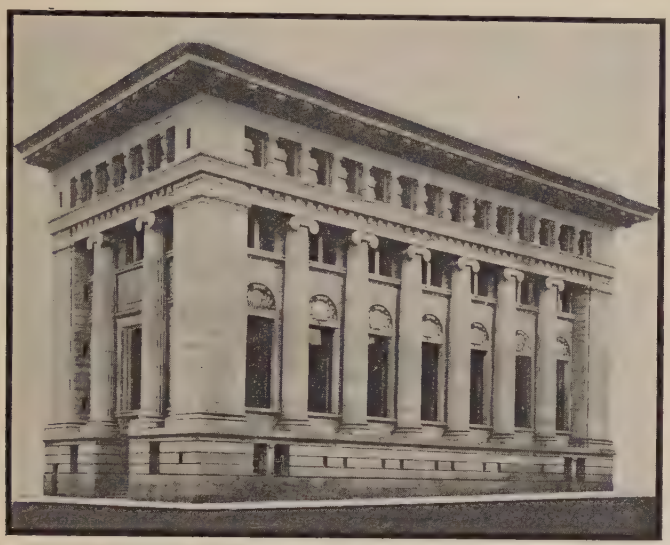
*In Stanley Park at sunset.*

*Federal Building—Post Office.*

ing demands of the population. Today one can see the transformation of wild lands into city streets and squares in progress, and within one or two blocks of streets having car lines, pavements and permanent walks, elementary work is being done in the way of blasting stumps, and rough-grading streets, on property which has been purchased by home-builders at prices that would have been thought exorbitant for residential property close-in less than ten years ago.

It was with the advent of the Canadian Pacific Railway into Vancouver in 1887, a year after the city's incorporation, that the great possibilities of the place began to loom up big and to attract the attention of the world. With every passing year a larger population and an increased commercial greatness and importance was attained, the movement gaining momentum until today the record has been reached of a gain in population of a thousand people per month. The site of Vancouver has all of the fundamental elements to make a great commercial and industrial center.

Up to the present time Burrard Inlet has furnished, and will continue to furnish for many years, a sufficient harbor for Vancouver's enormous and rapidly



*One of Vancouver's bank buildings.*

increasing commerce. Burrard Inlet itself is one of the most beautiful harbors in the world, but the city of Vancouver and the transportation companies entering it are now planning extensive dredging operations in False Creek, which, when completed, will give the city two harbors, and a water frontage to be matched only by that of the city of New York.

This city lies in the natural path of the world's international commerce, and, aided by the development of the boundless resources of the surrounding country and the indomitable spirit and enterprise of its citizens, Vancouver has rightly won a high place among the cities of North America. She has been called the Liverpool of the Pacific, and she is one of the municipal wonders of the Twentieth Century.

Vancouver's marvelous growth has been so rapid that it has not been possible for the municipality to construct public buildings or to make civic improvements commensurate with this great increase in population. It is a fact, however, that no city in the Dominion of Canada can show such wonderful improvements in this line.

Although the city is only a little over twenty years old, the city government has expended over $7,000,000 in streets, sidewalks, sewers, water works, schools and other public buildings, in addition to which there are now under construction additions and improvements to these public utilities amounting to over $3,000,000.

*C. P. R. Depot. Through traffic freight yards and docks. The artery through which throbs the commerce of Vancouver.*

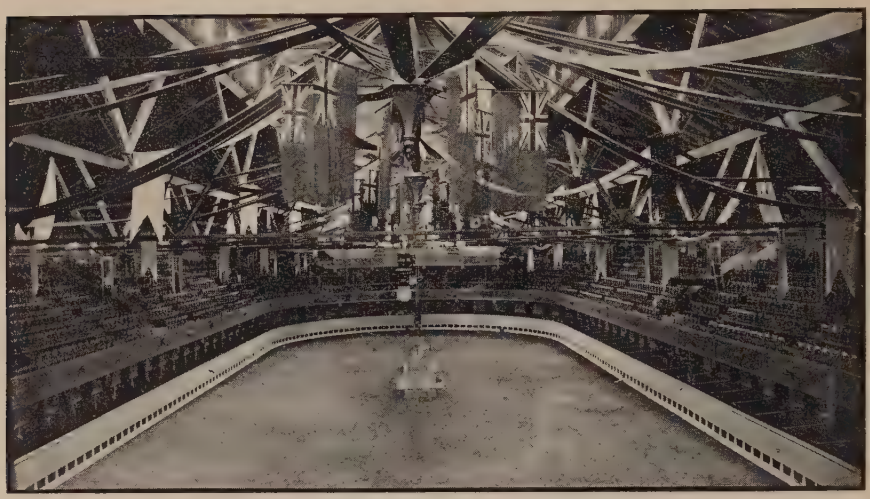
Before going into details regarding Vancouver's commercial possibilities it is well at this point to state that in the last year Vancouver's custom-house receipts alone amounted to almost $4,000,000; her inland revenue collections amounted to about $500,000, and her bank clearings amounted to $200,000,000 for the year 1908, showing a larger increase than those of any other city on the American continent.

The year 1909 finds the city of Vancouver with $72,000,000 worth of assessable property, of which sum over $25,000,000 represents improvements, and she has a population at the present time of over 100,000 people.

*Vancouver Opera House.*

Vancouver's harbor is land-locked and sheltered from all points, roomy and deep enough for the largest vessels. It is the chief Pacific harbor of the Canadian half-continent, and within the zone of the greatest commercial activity, as well as on an almost direct line from Liverpool, through Montreal or New York, to the ports of China, Japan, and other Oriental countries, the South Sea Islands and Australia. On its east the Fraser Valley forms the chief land viaduct to interior Canada and the Atlantic.

Many great natural advantages are contributing to Vancouver's growth, and to her coming commercial supremacy in the Canadian Northwest. One of



*Interior view of the Horse Show. Second largest permanent building used for this purpose in America.*

the chief of these is the fact that geographically she has the nearest deep water harbor to the Canadian wheat fields. Her harbor is not only the nearest at the present time, but it is also a fact that no British harbor can ever be constructed on the Pacific Ocean that will be as convenient to the wheat fields of Canada as is Burrard Inlet. The value of this feature has not been yet fully realized, and up to the present time very little Canadian wheat has been shipped via the Pacific ocean. This, however, will cease to be the case immediately, and the Alberta crops, and a great proportion of that of Saskatchewan will find a natural outlet to the Orient through the port of Vancouver. Another great natural advantage is the fact that Vancouver's harbor is free from ice at all seasons of the year, which is not the case with other large harbors further north on the Canadian coast line. This alone gives Vancouver supremacy over all other Canadian ports, except those of the extreme East, on the Atlantic ocean. These Atlantic ports are not to be considered in the transportation of the ouput of the Canadian wheat fields because the rail-haul to them is so much greater and so much more costly than to Vancouver that any advantage they may enjoy in respect to distance by sea is more than counterbalanced by the water facilities enjoyed by Vancouver.

There is a point somewhere between Winnipeg, Manitoba and the Rocky Mountains which will mark the line dividing the flow of commerce Eastward and Westward. It is not possible at this time to determine that point, but it is believed that it will be very close to the Eastern border of the Province of Saskatchewan, and without the shadow of a doubt the product of the wheat

*Brocton Point, Stanley Park.*

fields, the mines, and the fruit lands, as well as the cattle ranches from that point Westward, will flow to and through the port of Vancouver. The result of this tremendous increase in western bound tonnage to Vancouver will not consist only in the business that it in itself will create, but it will include also the advantages derived from the fact that freight rates east from Vancouver will be greatly reduced because of the many empty cars which will be available for transportation in that direction.

*A corner in Vancouver's wholesale district.*

In the matter of transportation facilities Vancouver has suffered up to the present time just as have her sister cities, Seattle, Tacoma and Portland on the other side of the American border, and because of the lack of empty cars her manufacturing interests have not increased as they should. Inability to make terms with the railroad companies for proper freight rates has made it impossible for manufacturing enterprises in Vancouver to compete with those of the East

*The visitor's first glimpse of Vancouver's retail district.*

in the markets of the Middle West. There is no reason why Vancouver should not become a great manufacturing center. The raw materials for manufacture in every line are at her door.

In the immediate vicinity of the city there are many undeveloped water powers, the possible production from which is enormous. Already some of these have been developed and there is now available 30,000 electric h. p. Other undertakings are in progress, which, when consummated, will multiply this sum many times over.

Transportation companies are not blind to such advantages as these. Already three transcontinental railway lines enter the city, and within the past few months the Great Northern Railway and Northern Pacific Railway have purchased terminal facilities on False Creek, Vancouver's unimproved harbor, at a cost that indicates the faith these companies have in Vancouver's future. It must also be remembered that these terminal facilities are worthless without the expenditure of enormous sums of money in order to make this harbor available to deep-water vessels.

The Canadian Pacific Railway, whose terminal has been Vancouver for many years, is building a second line from the prairies through Yellowhead Pass to connect with its main line and thus into Vancouver. The Canadian Northern is also building a line through Yellowhead Pass, thence south into Vancouver. The Grand Trunk Pacific will build a branch from its main line at a point some miles west of the Rocky Mountains south into Vancouver. The Chicago, Milwaukee & St. Paul Railway, which has just completed its transcontinental line into Seattle, will shortly build a branch north to Vancouver. The Great Northern Railway is constructing a line which will connect the southern portion of British Columbia with the city of Vancouver, thereby making available to it the commercial interests of a section of the Province which, while it is geographically adjacent to Vancouver, is yet, through lack of direct transportation, in effect, hundreds of miles distant from the city. The most recent plan for additional railway facilities for the city is that of the Chicago Northwestern which has just announced its plans to extend its main line from its present terminus in the State of Wyoming to the city of Seattle with a branch running north to Vancouver.

One has but to take into account the topography of British Columbia to see that Vancouver is the point which is most naturally reached by following the line of least resistance from all points in the Rocky Mountains as far South as the boundary line of the United States, and as far North as Yellowhead Pass. The gradients to Vancouver are less difficult than to any other Pacific Coast point, and the mileage is less. For example, from Edmonton, which is the most northern

*One of the beautiful drives in Stanley Park.*

existing focal point in the Canadian wheat fields it is by present route one hundred and twenty miles nearer to Vancouver than to any other port, not excepting Prince Rupert, the new terminus of the Grand Trunk Pacific Railway. This advantage will be increased by an addition of forty miles with infinitely better grades when the new route already referred to is completed, making a total gain of one hundred and sixty miles.

It will appear, therefore, that every feature to be noted in the present-day development of the world's commerce is favorable to development of the city of Vancouver.

The awakening of the Orient from the slumber of the ages, which has been accomplished by twentieth-century industrial commercial progress, in the most remarkable business campaign the world has ever seen; the wonderful development of Western Mexico; the building of the Panama Canal, the political movement inside the British Empire, looking to closer trade and transportation relations among the members of the Great British Confederation,—all these mean much to the city of Vancouver.

For example, if the Imperial idea expressed in the proposed All-Red-Route should ever be put into effect, it is obvious that the Pacific port for this route on this continent would be Vancouver.

No section of the Pacific Northwest, either in the United States or Canada, is accomplishing more than is the Province of British Columbia in the development of her natural resources, her transportation facilities or her commercial possibilities, and Vancouver, the commercial capitol of this great Province, stands to win in the carrying out of all of these undertakings.

While the primary business interests of the city of Vancouver have been in the years gone by lumber manufacturing and salmon canning, yet the present generation has seen the city grow to be a distributing commercial center which twenty years ago was undreamed of, as a potentiality. Even so recently as ten years ago there were but a few pioneer wholesale houses. These have grown in such a marvelous way as to make Vancouver at the present time the third commercial city in the Dominion of Canada. It is only twenty-two years since the city was made a port of entry, at which time there existed practically no wholesale stores in the city. Her present commercial supremacy in the Canadian Northwest, and her truly great stores and warehouses which line the streets of her wholesale section today, are but a promise of the conditions which the next few years will bring about.

The fishing industry of that part of British Columbia lying in and around the immediate vicinity of Vancouver, and tributary to her business and financial

institutions is a business which has grown constantly since the coming of the earliest European settlers to the Northwest coast. This industry has not reached its highest stage of development, but today Vancouver's canneries are putting out over $10,000,000 of canned salmon per annum, and with a practically inexhaustible supply, the only limit to their output should be the lack of markets, a contingency not likely to arise.

*A bit of Capilano Canyon.*

Vancouver's ideal situation in regard to the indispensable advantages necessary to the most profitable prosecution of lumber manufacturing has already made the city the largest center of the lumber industry on the Canadian Pacific coast. Among Vancouver's mills are found some of the largest and best equipped lumber manufacturing plants in the world, ranging in capacity from 10,000 to 250,000 feet per day. Her shingle industry, a branch of lumber manufacturing, boasts of

one of the largest shingle mills in the world, and the product of this mill is considered the highest grade of any manufactured.

It would be a difficult matter to estimate the area of timber lands contiguous to the city of Vancouver. The Provincial Government of British Columbia has estimated this to be almost 300,000 square miles. The lumber cut, at the present time, is approximately 600,000,000 feet per annum, and there are about two hundred mills in operation throughout the Province ranging from one-saw portable affairs to large plants equipped with every modern saw mill device. The capital invested in this industry is estimated to be over $20,000,000 with a monthly pay-roll well over $1,500,000; practically all of which finds its way sooner or later into the banks, stores and shops of Vancouver.

*English Bay. Vancouver's great sea-bathing beach.*

In every direction from the city well-constructed roads lead through settled and prosperous farming country, as well as along the coast line of the Gulf of Georgia. A splendidly equipped and managed electric car service covers the city fully and connects it with suburban points on the Fraser River, notably New Westminster and Steveson; the latter being the center of the salmon canning industry on the Fraser River. For a hundred miles inland along the Fraser River there are hundreds of thousands of acres of exceedingly fertile lands, capable of supporting an enormous rural population in comfort and prosperity.

The fruit industry on these lands is as yet in its infancy, but the results so far secured are convincing as to its future importance. Ten years ago the entire

Province of British Columbia did not grow a sufficient amount of fruit to supply the city of Vancouver. Today over 100,000 acres along the Fraser Valley is planted in orchards.

Horse, cattle, sheep and hog-raising are carried on to a very considerable extent, and the steady growth in these lines of industry has been so great as to convince the investigator that this will eventually be one of the great sources of revenue to the section of country immediately around the city of Vancouver and tributary thereto.

Experts have given as their opinion that the low-lying land on the lower Fraser River furnishes the best dairying facilities on the continent, and all of this land which is necessarily in the commercial zone of the city of Vancouver possesses the elements necessary to constitute it a great dairying country, the products of which in butter, cheese and condensed milk, will eventually be developed to such a capacity as to supply not only the whole of the Canadian Pacific but the Yukon Territory and Alaska as well.

It would be a mistake, however, to suppose that the city of Vancouver is nothing more than a prosperous business town. Its location and site make it an ideal place for residential purposes. Its busy harbor is encircled by majestic mountains with snow covered peaks on which are trails leading to altitudes sufficient to excite the interest of the mountain climber, and down whose sides streams run into gorges whose terriffic beauty reminds one of the great canyons of Arizona.

An hour's ride from the heart of the business section of the city in any direction will give the tourist or the lover of nature the most diversified scenery to be found near any large city on the American continent. Long rolling plateaus, river lands whose fertility is unsurpassed, snow capped mountains in every direction, bathing beaches, primeval forests, parks, boulevards,—all these the city of Vancouver has in abundance.

*The Vancouver Club.*

Within a few miles of the city the sportsman will find a greater variety of fish and game than in any other part of North America. There are, indeed, few regions that can boast of so great a variety of species, whether with rifle or smooth-bore, or with rod, there is almost a bewildering choice. Grizzly bear, black bear, black tail deer, goat, caribou and big horn sheep are found in large numbers. Grouse and vast quantities of other wild fowl from swans to teal abound in suitable localities. The fishing is remarkably good. Rainbow trout are numerous in many of the inland waters. Mountain trout, black-spotted trout, and other game fish abound.

Climatically varied conditions prevail the section of country immediately around Vancouver. The purity of the air, its freedom from malaria, and the almost total absence of the extreme heat and cold are well known. People coming here from the East invariably improve in health. Insomnia and nervous affections find alleviation; the old and infirm are granted a new lease of life, and children thrive as in few other parts of the world.

The city of Vancouver possesses many fine public buildings, business blocks and private residences, and new structures are being continually added. The churches, schools, libraries, hotels and clubs are quite equal to buildings of similar class in the older cities of the East and give one the impression of solidity and permanency. The year 1909 showed that the city of Vancouver was the second city on the Dominion of Canada in the amount and number of building permits, Toronto being her only leader.

The value of the building permits issued by the municipal authorities runs into millions annually. Many of these permits are for residences for individual holders of building sites, for Vancouver, like most of the cities on the Western coast, has always been a city of home-owners. The city limits cover a large area, and this has enabled men of moderate means to purchase building sites at a small price and build within the city limits, thus enjoying all of the privileges of city life, including well-paved streets, water, electric lights, telephones, etc.

With an unchanging balminess of climate, unsurpassed beauty of surroundings, a variety of amusements, and exceptional chances for money making, Vancouver is undeniably an ideal place of residence, and this fact has been one of the chief reasons for her rapid growth.

Amusement and recreation possibilities are conspicuous. Yachting, sea bathing, motoring, shooting, fishing, etc., etc., under the best conditions obtainable in the world, are enjoyed here. In the Vancouver Yacht Club there are about one hundred pleasure craft representing an expenditure of considerably more than $150,000.

Vancouver's public school system is second to none. The total value of school property in the city approximates $2,000,000 and Vancouver has more schools and teachers, and more scholars to instruct than any other Canadian city, in proportion to her population.

The carrying out of a magnificent system of parks and boulevards in the city of Vancouver, is to a certain extent, one of the city's greatest future possibilities. The basis for this great civic improvement is, howeevr, already an existing fact. Stanley Park, located at the entrance to Vancouver's harbor and covering a thousand acres of hill-side and sea-beach, is without question one of the finest municipal parks in the world. The size of its trees and its luxuriant, almost tropical vegetation, is the marvel of all beholders.

In Stanley Park nature has needed very little assistance in the making of a civic beauty spot and landscape gardening has not been necessary. Magnificent driveways, long vistas of shaded paths, beaches where the waters of the Gulf of Georgia roll in ceaseless melody, matchless Douglass firs whose ages are lost in the aeons of time,—all of these natural adjuncts to a city's breathing-spot make Stanley Park the pride of the city of Vancouver.

Vancouver, in short, possesses all natural requisites for a great city, and her record proves that she does not lack the energy necessary for the building of it.

Vancouver has not heretofore disappointed her friends, neither has she failed to justify their present confidence. Her continued growth and prosperity is no more in doubt than is the progress of Canada and the Pacific Northwest. Both are inevitable.

# HOTEL DUNSMUIR

A man is what his environment makes him; good food, harmonious surroundings, genuine comfort in the little things makes directly for happiness and health. We have endeavored to meet all the above requirements.

The Hotel Dunsmuir was opened Nov. 18, 1908. Contains 200 rooms en suite and bath. We are running both American and European plan. The Hotel is but a minute's walk from the center of the city and is within a block of the principal car lines and postoffice.

Once stopping with us we feel sure you will return.

Free bus meets all boats and trains.

RATES: European $1.00 up.
American $2.50 up.

D. R. LADD,
*Manager.*

# Hotel Winters

ABBOTT STREET, VANCOUVER, B. C.

A PERFECT HOTEL FOR PARTICULAR PEOPLE

THE WINTERS HOTEL is a large four story pressed brick building on the corner of Abbott and Water Streets, especially designed for an up-to-date hotel, with 120 light ,airy rooms, with running hot and cold water, many with Baths; Phones in every room; open plumbing, elevator, steam heat, splendidly furnished, perfect service, beautiful dining room, competent and courteous help, sample rooms, pleasant parlors and corridors, in brief the Winters Hotel possesses

EVERY QUALITY THAT COUNTS IN A PERFECT HOTEL AND CONFIDENTLY INVITES YOUR INSPECTION.

*RATES*

*American Plan* ..... $2.00 *and up*
*European Plan* ..... $1.00 *and up*

THE HOTEL BUS
Meets all Trains and Boats

*E. E. KIRCHNER,*
*Manager*

# HOTEL DOMINION

**Abbot St., Vancouver, B. C.**

One hundred and fifty bright and airy rooms. Furnished up to date. Large well ventilated dining room and rotunda. Our exclusive patronage proves that our accommodation and service is satisfactory.

**Auto-Bus to and from Hotel.** **Phone 981**

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# COMMERCIAL HOTEL

VANCOUVER, B. C.

Mining, Lumber and Commercial Men's Exchange.
Large Sample and Committee Rooms.

Terms: American Plan $2.50 and Upward
European Plan $1.00 and Upward

IN THE HEART OF THE CITY

# BLACKBURN HOTEL

VANCOUVER, B. C.

A, E. BLACKBURN - - - Proprietor

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BEST ATTENTION TO COMFORT OF GUESTS

RATES: American Plan, per day $1.75 and $2.00
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We can appease any appetite and the worst after effects will be a calm digestion and a contented mind.

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*Furnishes Gratis to Tourists, Investors and Homeseekers Full Information Concerning Vancouver, Its Environs, the Province of British Columbia and the Dominion of Canada.*

ELLIOTT S. ROWE, SECRETARY AND MANAGER

Seattle Office: Central Building, 804 Third Avenue
SEATTLE, U. S. A.

*Upper part of Burrard Inlet showing North Vancouver, a growing suburban town.*

# NORTH VANCOUVER, B. C.

The city of North Vancouver, B. C., was incorporated May 13, 1907. Lying as it does just across Burrard Inlet from the older city of Vancouver, North Vancouver has always been deemed a desirable residence district. The city lays on a general slope upward from Burrard Inlet and as the site has a southerly aspect, almost all of its residences face in that direction and give a delightful panorama of the Inlet and the city of Vancouver just opposite. Magnificent snow-capped mountains a few miles behind the city add greatly to the beauty of the surroundings.

At the present time North Vancouver has a population of about 5,000 people and seems to be at the commencement of an era of unprecedented prosperity. The two cities are now connected by a splendid ferry service owned by the city of North Vancouver, and within a very short time a combined railway and traffic bridge will be completed across what is known as Second Narrows, thereby connecting North Vancouver directly with her sister city across the Inlet.

North Vancouver has an immense water frontage with the deepest water in any part of Burrard Inlet, than which there is no finer harbor in the world. North Vancouver has all of the important adjuncts to city life, including a first class electric light plant, a splendid water system, a well run street railway system, a telephone system which is connected with all coast cities, banks, hotels, schools, churches, clubs, etc.

The city has spacious thoroughfares, a fine park system already provided and under contemplation, exclusive of the horticultural and athletic grounds, which are well known throughout the Canadian Northwest.

Conservative business men recognize that North Vancouver is destined to play a very important part as an industrial and commercial center.

# Hotel North Vancouver

P. LARSON, Proprietor

*Hotel North Vancouver*

## Grand Tourist Resort

EVERYTHING MODERN AND STRICTLY FIRST CLASS.

LIVERY IN CONNECTION TELEPHONE NO. 2

RATES $2.00 PER DAY AND UPWARDS

NORTH VANCOUVER, B. C.

# Canyon View Hotel

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THE FINEST SUMMER RESORT ON THE PACIFIC COAST, OVERLOOKING THE WONDERFUL CAPILANO CANYON.

**Canyon View Hotel**

ONLY ONE HOUR'S WALK FROM THE HOTEL TO CROWN AND GROUSE MOUNTAINS. WHERE THE FINEST FISHING AND SHOOTING IN BRITISH COLUMBIA IS TO BE HAD.

Bears, Goats, Wildcats and Panthers are plentiful and trout weighing from 8 ounces to 16 and 17 pounds are frequently caught.

*Automobiles and Busses meet the Vancouver Ferry every hour.*

*NORTH VANCOUVER. B. C.*

# The Palace Hotel

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THE ONLY HOTEL IN BRITISH COLUMBIA WITH A ROOF GARDEN

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Electric Lights, Telephones, Call Bells.
Prompt and Attentive Service.

RATES: $2.00 per day and upwards

NORTH VANCOUVER, B. C.

# NEW WESTMINSTER, B. C.

## THE CORNUCOPIA OF CANADA

By CHAS. H. STUART-WADE, F. R. G. S.
Secretary, Board of Trade, New Westminster, B. C.

Like the fabled Phoenix of ancient legends, the city of New Westminster has risen again from the ashes which on September 11, 1898, covered what had been the previous night a thickly populated commercial center.

That night $2,500,000 of property, covering over 80 acres, had been destroyed; yet today the 13,000 inhabitants in the city proper justly claim that New Westminster has no superior in Western Canada as an industrial and manufacturing center, or an ocean shipping port; nor any equal in the lumbering and fishing industries.

The municipalities subsidiary to the city itself cover a district of about 5,000,000 acres. At least 1,000,000 acres is rich agricultural land which produces exceptionally heavy crops; fruits in profusion, and of such quality as to excite the surprise of experts, who act as judges for the annual Royal Agricultural Society of Great Britain. The highest prizes have been won by the district in this as in every other exhibition to which specimens have been sent in Canada, the United States and elsewhere.

In the Delta District and on Lulu Island exceptional crops of oats and hay have been grown, and hops and flax are very profitably raised in Chilliwack and Agassiz Districts.

*Shipping on Fraser River*

The fruit growing district of the lower Fraser Valley ripens peaches, nectarines, apricots, as well as the commoner class of fruits out of doors, and the horticulturist has no fear of climatic disturbances such as compel the farmers of Manitoba and Saskatchewan to protect themselves in some measure by the provisions of the Government "Hail Insurance Act."

The municipalities of Maple Ridge, Matasqui and Langley are greatly in evidence for stock raising and dairying, and all of these contain valuable fireclay deposits. The municipality of Surrey is a favored district easy of access for the settler, tourist, or sportsman; its rich alluvial soil producing enormous crops of hay, potatoes, peas, barley, oats, etc.; whilst its charming seaside resorts, and a magnificent beach on the south coast afford much pleasure.

Mission and Dewdney municipalities are probably the greatest fruit growing districts, anad show promise of equalling the famous Okanogan region in

*Columbia Avenue. A busy street in the heart of the City*

their output. In the Kent municipality are large lumber mills and the famous Harrison Hot Springs. In the Coquitlan municipality lumbering is predominant. The scenery in this district is both grand and beautiful. The Coquitlan District also furnishes the water supply of the city of New Westminster (drawn from Coquitlan Lake), and the power supply from Lake Buntzen, further generating plants being operated on the Stave River, and at several other points whence an almost unlimited water power can be operated. Richmond and Barnaby municipalities are close to the city, and are almost suburban in character, and growing rapidly. Most of the residents own the land upon which their dwellings are erected.

*A Four-Master in New Westminster's Fresh Water Harbor*

## TRANSPORTATION FACILITIES:

The city is easily accessible from all these municipalities, for the great and beautiful Fraser River traverses the district from East to West, so that every community established on its banks is daily catered to, in each direction by the various steamboat companies. On the North side of the river the Canadian Pacific Railway line provides frequent trains for every town and village; also crossing to the South side at Mission City, and supplying railway communication with Bellingham and Seattle. The Great Northern line operates directly into the city itself, crossing the Fraser by one of the finest bridges in the world, which has a total length of 11,985 feet, and cost over $1,000,000. This bridge is regarded as an engineering masterpiece.

South of the Fraser the B. C. Electric Railway is constructing a new line traversing the entire district to Chilliwack, 60 miles distant, grading of which

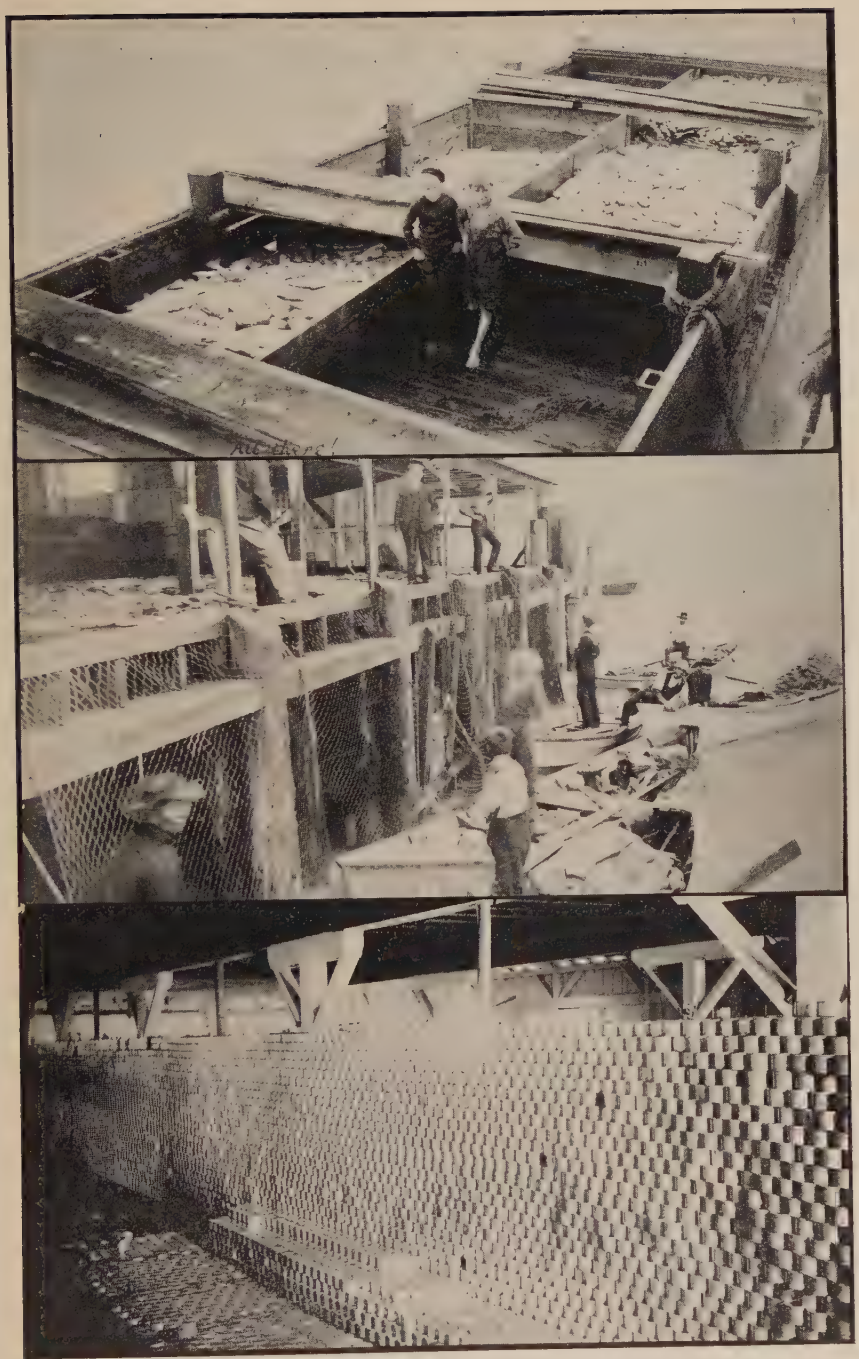
is already completed through the municipalities of Surrey, Langley and Matsqui. The rails are being laid, and within a few months Cloverdale and Langley will have regular car communication with New Westminster. Another line of this company running on the North arm of the Fraser River is completed, and a new bridge now building between the city and Lulu Island will furnish electric car service which will provide accommodation—freight and passenger—for the

*The Great Steel Bridge over the Fraser River. Length* 11,985 *feet*

factories, elevators, canneries, and other industries along the foreshore of the Fraser River main channel leading to the great magnificent fresh water harbor of New Westminster City. By rail, steamboat, electric car, and by means of trunk roads the entire district subsidiary to the city itself is already opened up, and no effort or expense is being spared in extending local transportation facilities. The Canadian Northern and Grand Trunk Pacific lines now rapidly approaching the city will afford alternative routes to the East through Alberta and Saskatchewan.

## LUMBERING:

New Westminster is known the world over for its lumbering industry, the principal plants being the Brunette Sawmill Company, and the Fraser River Lumber Company, which is probably the largest in the world (343,000 feet having been cut in a ten hour day).



1. *Just Caught.* 2 *Unloading at the Cannery.* 3. *British Columbia Canned Salmon. Typical Scenes in one of New Westminster's Greatest Industries.*

*Typical School Building, New Westminster*

Among the varied lumber industries of New Westminster are planing mills, shingle mills, sash and door, box making, and wood pipe factories. All of which are either in the city or located so close to it as to be included in the city's industries.

British Columbia's forest area is estimated at about 285,000 square miles. The available timber from the Fraser River district alone is over 3,000,000,000 feet. The returns for 1908 showed that the mills on the Fraser River contiguous to the city cut about 30,000,000 feet of lumber, exclusive of laths and shingles. These mills employ a large number of men and in one mill alone there are over 1500 employes.

## FISHERIES:

New Westminster's fishing industry is almost as important as its lumber business. The canneries immediately around the city show an output of about one-third the entire fish canning industry of British Columbia. Thousands of men are employed in the river fishing boats as well as in the canneries, and on the Fraser River may be seen large steam fishing boats which tranship directly on New Westminster's wharves, in many instances within a few yards of the Canadian Pacific and Great Northern Railways. New Westminster's river front is civic property, and many desirable sites can still be obtained for wharfage.

## SHIPPING FACILITIES:

New Westminster's shipping facilities are exceptionally fine, being superior to those of most all of the fresh water harbors on the Pacific Coast, or elsewhere. The city is located only thirteen miles from salt water, and the water of the Fraser river is sufficiently deep to accommodate the heaviest ocean going steamers or sailing vessels. Many sea-going crafts load directly from the docks at the city's front and it is an ordinary thing to see eight or ten steamers and four-masted ships in port at the same time. One great advantage which the city has over other ports is the fact that her harbor is a fresh water harbor. Ship owners using the port of New Westminster save both time and money as a result of the cleansing action of the river which speedily removes barnacles and other accumulations adhering to vessels after prolonged ocean voyages. New Westminster is the only port on the Canadian Pacific coast having this great advantage. The harbor can accommodate any fleet of the mightiest battleships afloat and all the wharves have 60 feet of water, while the minimum depth of the river channel is 30 feet.

## THE CITY OF NEW WESTMINSTER:

New Westminster is variously called "The Royal City," the "Evergreen City" and the "City of Homes." Pictures fail to convey an idea of its picturesque aspect, and words are inadequate to depict the changing effect of light

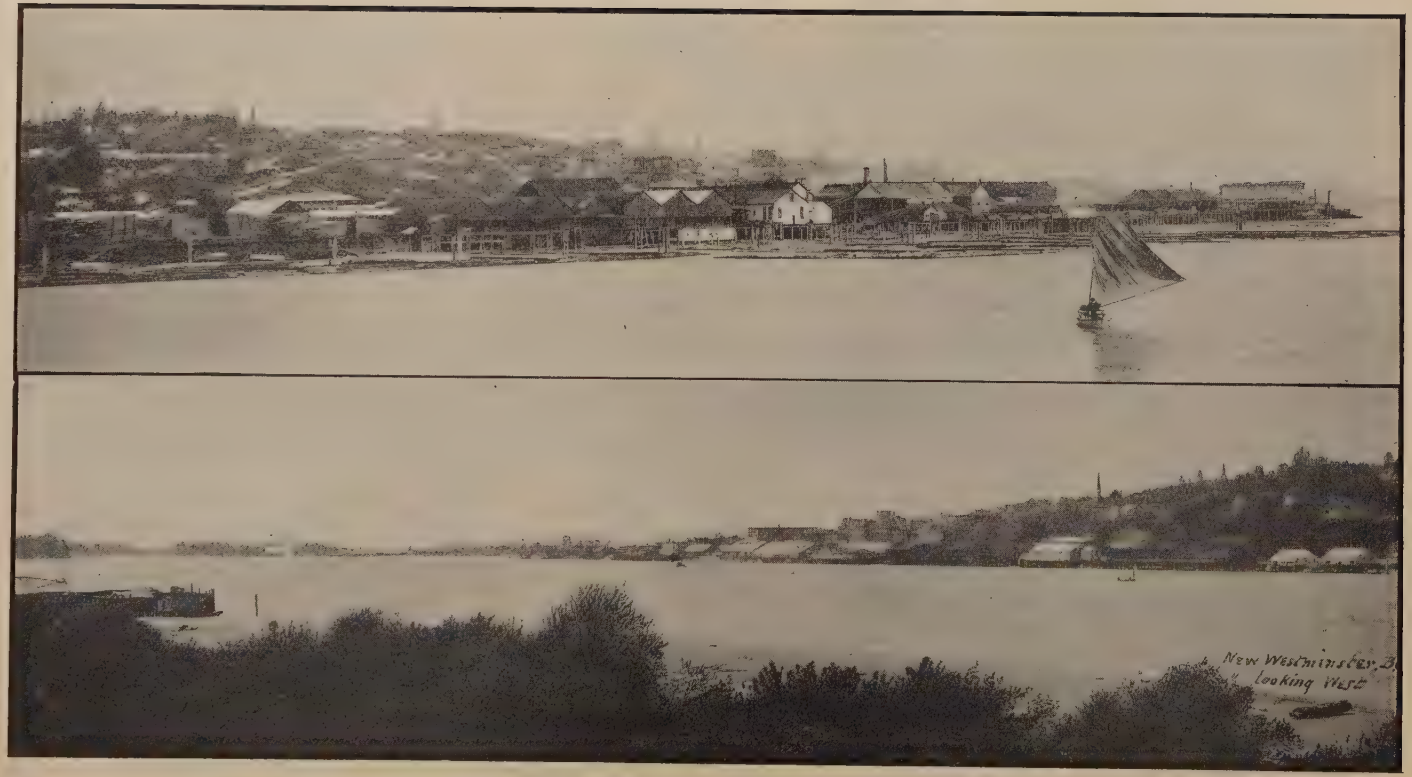
*Public Library and Private Residences*

*Some of New Westminster's Business Blocks*

*Buildings and Grounds of the Provincial Exhibition*

and shade as the onlooker beholds the city from the opposite shore—a mile distant. On the river front skirted by the Canadian Pacific Railway are wharves, canneries, factories, mills; the city market, ship building yards and cold storage warehouses; higher rises Columbia Street, one of the principal business thoroughfares of the city. Here are found the splendid Hotel Russell, which cost

*Coquitlan River, Source of New Westminster's Water Supply*




*Two Views of New Westminster's Harbor and Fraser River*

$125,000, the opera house, public library, Government offices, city hall, post office and Customs House, and among other churches are the Protestant and Roman Catholic cathedrals. Further to the East is Prospect Park, crowned by tier above tier of handsome residences, many of which stand in the midst of grounds brightened with beautiful flowers and shaded by magnificent trees.

South of the city is picturesque Sapperton, which is connected with the city by an electric car line. On the hill slope is a beautifully situated hospital for the insane, also the penitentiary of British Columbia. The New Westminster Brewery and a distillery are prominent features, as is also the general hospital and the high school, which is an establishment famous throughout the Province. The city also has a magnificent Armory large enough for hundreds of militia to drill in.

*Industry Building and Women's Building, Provincial Exhibition*

Overlooking the river is Queen's Park, the scene of many a mighty struggle in the realm of sport, for the sons of the city are keen athletes. Here foot ball, base ball and kindred games are played, and here many a doughty team has found to their cost that the sturdy "Champions of the World" lacrosse players, who won the Minto Challenge Cup in 1908, are still as skillful as when they crossed the continent of America and won their proud distinction. Here also are erected three magnificent blocks of buildings of unique design, where in the months of September or October of each year, is held the "Provincial Exhibition" of horticultural, agricultural and industrial exhibits, $50,000 being the average amount expended in prizes, etc.

## EDUCATION:

There are three colleges, a high school and an adequate number of public schools. The Roman Catholics have a Divinity Seminary, boys school and convent for girls. Columbia College, located in New Westminster, is an institution whose standing is quite up to those of the East.

## CLIMATE:

The climate of New Westminster is reckoned among her greatest assets. Mild and balmy, without any great changes in temperature, climatic conditions here are perfect. There are nó extremes of heat or cold and the health of the residents of the city is a revelation to all investigators. The agricultural facts already mentioned are doubtless sufficient evidence as to the magnificent climate.

*Queen's Park—New Westminster's Civic Play Ground*

## ADVANTAGES AND OPPORTUNITIES:

Civic control of the water and lighting system, as well as the river frontage, with cheap electric and other power, an excellent system of fire protection, the purest water, reasonable prices for land, lumber, brick and stone suggest to the home-seeker the desirability of locating in this city; for the same reason the investor can find no better or more profitable district in Canada for investment or permanent settlement.

## THE MANUFACTURER:

The manufacturer has, in New Westminster, an ideal situation. Water, fuel, power, transportation, labor and reasonable cost of land and material are available to him. With the opening of the Oriental trade and the direct

steamship facilities to the Pacific and South Sea Islands, Australia, New Zealand, etc., and with new railway transportation facilities, manufacturing interests in New Westminster will, without a doubt, be largely increased within the next few years. There is also a certainty that the thirty or forty miles of river front subsidiary to the city of New Westminster will, before long, be occupied, and the land covered with manufacturing plants, elevators, and grain warehouses, ship building establishments, iron works (three are already in operation), pulp mills, and the hundreds of other industries that will make New Westminster known throughout the world as a great manufacturing and commercial port.

*Along the Wharves, New Westminster, B. C.*

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*"Among all the places in the world, and I have seen many of them, I think Victoria stands the highest. It is years now since I have been able to stand out and watch the sun rise in October without wearing an overcoat. Yours is indeed a climate beyond compare."— Rudyard Kipling.*

The beautiful city of Victoria, the capitol of British Columbia, is acknowledged to be one of the leading tourist and health resorts of the Pacific Northwest, and is interesting to all tourists who visit the Pacific Coast. The city is a hive of industry and offers many excellent business and manufacturing opportunities. It has a population of nearly 40,000 and occupies an ideal situation at the extreme southern end of Vancouver Island, within a few hours' sail of the mainland of British Columbia and of the United States.

The scenic panorama as the traveler approaches this queen city of "the Farthest West," is one never to be forgotten. The eye of the tourist, enchanted, as he may be, with the marvelous scenery through which he passes along the lines of railway leading to Victoria, always rests with delight upon the panorama of emerald-like ocean, verdure-clad isles and snow-capped mountains, spread beneath a canopy of azure blue sky, fringed with fleecy clouds, as the steamer glides noiselessly towards the city.

Victoria has a climate devoid of extremes of heat and cold, and much similar to that of the south of England. There are practically but two seasons, spring and fall; zero weather, sunstrokes and prostrations from the heat are afflictions only known to Victorians through newspaper reports from other parts of the world.

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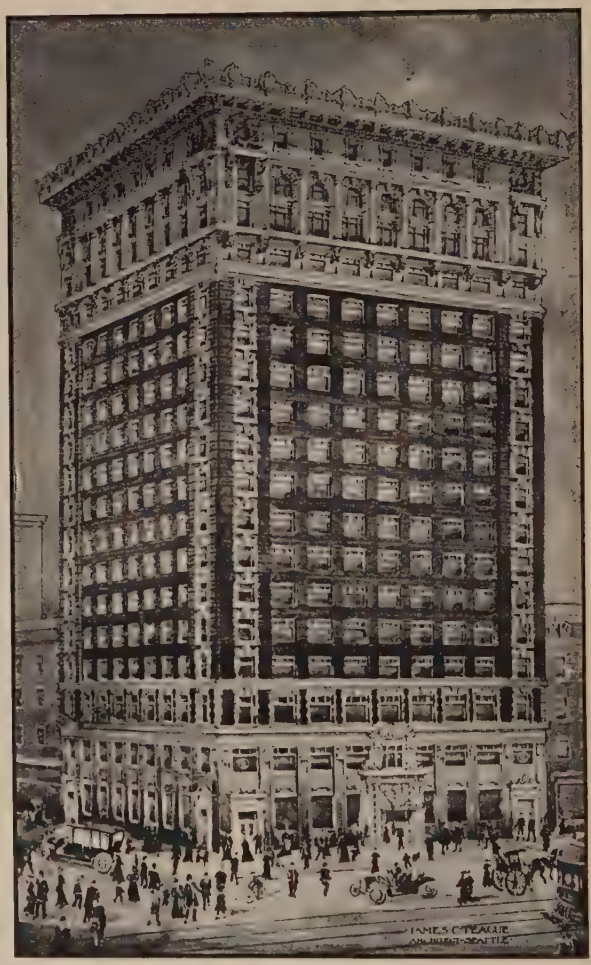

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# YUKON

A popular impression has arisen that because the creeks of the Klondike, Bonanza, Eldorado and Hunker have ceased to yield as they did in the early days of the Yukon, that the resources of that country are almost at an end.

The sudden cessation of large returns from the creeks named has been due to the fact that the Yukon Gold Company obtained possession of a large number of the claims and has practically ceased working them, pending the installation of an enormous plant. This year a fifty-five mile ditch has been constructed for the purpose of hydraulicking the hillsides of the creeks named, and, later, of any others to the water. During this construction, little or no work has been done. Some dredging has been undertaken with the view of dredging the creek bottoms before the operation of hydraulicking commences. Eight dredges will be in full swing during the proper season from this time on.

The falling off in the output of the Klondike has been due chiefly to the reason above referred to. After the ditch is settled and capable of carrying water to its full capacity, the output of the Yukon will mount to large figures.

But, outside of the creeks named, there is an enormous extent of dredging ground in the Yukon Territory which is just beginning to be exploited.

The regions in which dredging operations can be carried on in the Yukon Territory are numerous. This industry is only in its infancy, but sufficiently advanced to show the favorable character of the country for working in this way.

The experiments of last season, made by the Detroit Gold Mining Company at the mouth of Bear Creek demonstrated that the season for dredging can be extended much longer than was at first thought possible. Last season, but for a break-down in power, the Bear Creek dredge could well have been operated up to Christmas.

The Forty Mile country affords an enormous area for mining operations. A scheme is now contemplated by which an electric plant will be installed at the Sourdough coal mine, where electricity can be cheaply generated at the mouth of the coal pit, and distributed not only through the Forty Miles country but for power at Dawson and adjacent creeks. The extent of the dredgable ground on the Forty Mile River and its tributaries is large, but its full extent has not yet been determined. The region in the vicinity of Dawson on the Klondike and its tributaries, Hunker, Bonanza, etc., is well supplied with dredges for many miles from Dawson. The Flat Creek country and stretches of the

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Klondike above the mouth of Hunker, afford splendid fields for investigation for dredging purposes. The Stewart River country is being opened up for this industry.

Dredging experts from the United States of America, who have been over the Yukon Territory, have pronounced it the finest field for dredging today known, and this industry is one which undoubtedly is capable of, and will receive enormous development in the immediate future.

There is, in addition to the fields already pointed out for dredging, the practically untouched regions of the Selwyn River, the Liard River, including Sayea Creek, which was mined in a small way, and by rockers only, many years ago, and the country adjacent to Livingstone Creek.

In addition to dredging, there is always accompanying ground fit for dredging, higher ground which affords splendid prospects for hydraulicking operations.

The rock mining resources of the Yukon Territory are only now beginning to be carefully investigated. In the past, placer mining afforded so much easier returns for small investment, that rock mining and its investigation was left largely to men who had persistent faith. A few discoveries which have recently been made, and are now being fully tested, may demonstrate that these men had a fully justified faith. At Conrad City, at the very gateway of the Yukon, large mining developments are going on, and give great promise of a large mining industry.

In the vicinity of White Horse, are enormous copper areas, which have been sufficiently developed to establish the existence of magnificent deposits. The present depression in copper has retarded the development of these mines, but with the return of good times, they will be largely worked.

In addition to the resources already indicated, the prospecting of the country, which is full of mineral indications, has been so slight as to make it impossible to predicate what the future may bring forth.

The ordinary idea that life in the Yukon Territory is a dreadful period of suffering from extreme cold, will not long continue in the mind of anyone who visits that region. The winter is cold, but exhiliarating, and comfort is quite easily attainable, even in severe seasons. Spring and summer are delightful. The agricultural possibilities have only been developed to a slight extent, and will not be developed, except as incidental to mining or as the later resource of those seeking lands after the better agricultural lands of Canada are more fully occupied.

For the laboring man, the Yukon Territory is a desirable resort only if he is capable of first-class work and has definite employment. For such, the summer work, which can readily be obtained, should be supplemented by provision for employment in prospecting for himself during the winter months.

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# MINING IN THE STATE OF WASHINGTON

*By C. E. Bogardus.*

In the list of ore-producing states, the Empire State of the Pacific Northwest does not, at the present time, take her place in the front rank. Washington is not, and has never claimed to be, a high-grade ore state. Her mineral deposits are enormous but in quality they are surpassed by those of some other western sttaes. Her lack of production up to the present time has not been for want of mineral wealth, but rather owing to the inaccessibility of her great mineral deposits.

The mining interests of the state have suffered materially,—primarily from want of proper transportation facilities, and in many cases poor management combined with the handicap of limited funds has been the cause of failure where conditions were otherwise favorable for success.

A lack of proper smelting facilities has also retarded any great production. This deficiency is being rapidly remedied, however, and many large smelting plants have been and are being built in various parts of the state.

As a producer, however, she will one day take her proper place in the galaxy of states whose mines furnish a great percentage of the wealth of the country.

Gold and silver are so closely associated in the ores found in this state that they will be considered together, as they usually occur in combination. They occur, however, in separate deposits throughout the northern half of the state, where they are quite generally distributed. Gold is found free in iron sulphurets and some deposits contain a little telluride. The free and telluride ores will be considered separatly under the districts in which they are found.

The Mt. Baker mining district, north of Mt. Baker, Whatcom County, is a free gold camp. A ten-stamp mill has been in operation here until its recent destruction by fire, and every effort will be made toward replacing it.

In the Slate Creek district, lying east of the summit of the Cascades ,is another fe ergold camp with two mills. A high-grade ore is found in a number of the claims in this camp.

The Ruby and Thunder Creek districts, lying south of Slate Creek, on the westren side of the Cascades, are rich in minerals. The deposits here are of silver, and the work done toward developing them has yielded very satisfactory results.

Okanogan County lies in the zone of a rich gold belt, the deposits of which have been developed to some extent. The completion of the line contemeplated by the Great Northern, from Wenatchee north through Loomis and Oroville, will immediately make this a producing district, beside opening up rich silver belts to the south. There is a mill in operation in the Methow district in the southern part of this county, and further up, on the Twisp River are some good gold showings. Ruby and antimonial silver are both found in the Stehekin district at the head of Lake Chelan.

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The Northern part of Ferry County is heavily mineralized, Republic being the district's leading camp. The apparent falling off in the prosperity of this camp was entirely due to the inadequate management of the work and the lavish expenditure of money. During the last winter a large body of high-grade telluride gold was exposed, and as a result the camp will at once resume operations on a paying basis.

Lying to the south of Republic is Keller, a free gold camp. Immediately west of Keller is the Nespelin district, where a high-grade silver ore carrying a good gold value is now being worked. A fine ruby silver ore has been uncovered, and a smelter is being planned to take care of the output of the mines.

Gold is found in the southern part of Stevens County, and Chewelah is a very active camp. A high-grade silver is also found in the southwestern part of the county.

In Kittitas County a heavily mineralized section is found between the lines of the Great Northern and Northern Pacific railways. Peshastin district, in this county, is one of the oldest mining camps in this state. A twenty-stamp mill and a cyanide plant located here have produced a large amount of bullion. A flourishing placer camp on Swauk Creek, a tributary of the Yakima River, has produced a large amount of gold in the past. Washington can lay no claims to being a placer producer, although some work has been done in the past, and a little fine gold taken out in the Columbia Valley, on the Pacific Coast.

In King County, on the east slope, are several good gold and silver districts extending from Snoqualmie Pass to the Great Northern.

Snohomish County is very rich in minerals, the Silver Creek, Sultan Basin and Silverton districts contain valuable deposits of both gold and silver. The silver value predominates, and occurs mostly as argentiferous grey copper, with some galena.

The copper ore found in Washington is mostly chalcopyrite, or copper pyrites, there being a little bornite or peacock copper. It is found in a great many parts of the state, the largest and probably the richest belt beginning in about the center of Skagit County, at Darrington, where there is a large district. Near Silverton, Snohomish County, are more large bodies of concentrating ore, the Bonanza Queen being the most highly developed. On to the south, with a slight eastern trend, is a continuous copper belt. At a tributary to Index is a section of fine bornite ore. A few miles west of Index is a fifty-ton smelter erected on the Bunker Hill property, and following the belt into King County we find a high-grade district extending on both sides of the range. On the Kittitas side some bornite and glance is found, besides splendid ledges of chalcopyrites. Between the northern part of Lake Chelan and the range is another splendid copper section, and with the completion of the railroad up Railroad Creek, several mines will become regular shippers. Along the northern part of Ferry and Stevens Counties runs a producing copper belt similar to the copper belt in the southern part of British Columbia. The smelter at Northport handles the ore. Belcher is a good sized camp, where there are a number of splendid showings with the ore bodies proven. In the Mt. Rainier Forest Reserve are some excellent copper showings. Very little has been done in the Olympics.

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Arsenical iron pyrites is found in large bodies in a great many districts and is usually gold bearing. It is being shipped to the Everett smelter in carload lots of ore carrying from 15 to 18 per cent. arsenic. The Apex mine, near Berlin, on the Great Northern, carries a high arsenic value, and the concentrates from Monte Cristo contain a large amount of arsenic. Goat Lake and other mines carry more or less arsenic either as mispickel or realgar.

Iron deposits are numerous and many are high grade. As there has been no blast furnace for handling the ore, there has been no market, hence no incentive for any extensive development. It will not be long before the Irondale plant will be in operation, and Puget Sound will supply the entire coast.

The State of Washington is undoubtedly a mining territory of splendid possibilities. Many other metals are found than those enumerated in the foregoing article, among which is tungsten (Spokane and Skagit Counties); cinnibar in Kittitas County; zinc and nickel in Snohomish County; tin in Spokane County, and some antimony in both King and Okanogan Counties.

There are various deposits of lead throughout the state, and this metal occurs as galena in a number of the better-known gold and silver camps. The best lead mines in the state are in the Cascade district, Skagit County.

The greatest need of the mining industry in the State of Washington is transportation. This has always been the case in a new country, and in this state it promises to be speedily remedied by the building of branch roads from the six transcontinental railway systems making Seattle their terminus.

The magnificent exhibit which the State of Washington is making at the Exposition has convinced those who are familiar with this great industry that the State of Washington will, before very long, take its place as one of the best ore-producing states in the country.


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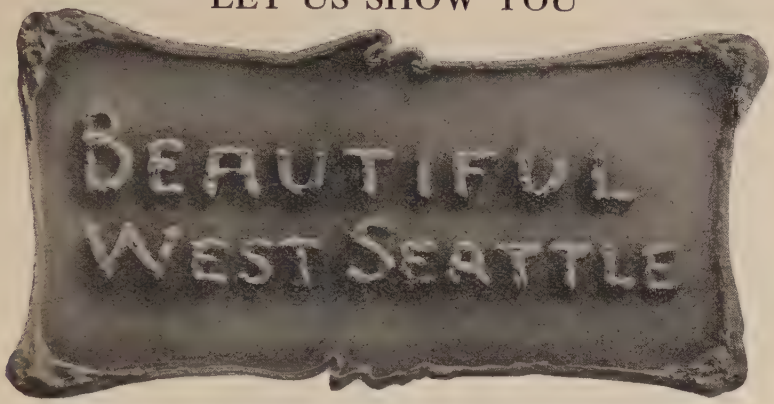


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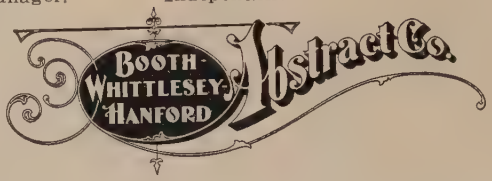


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Credit is due various publications for information concerning the city of Seattle embodied in the article herewith printed, and entitled "Seattle, the Wonder City."

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